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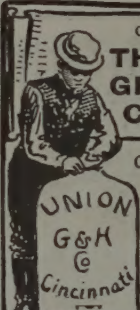
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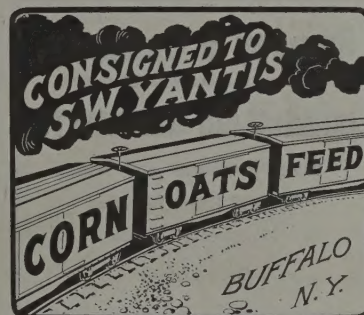
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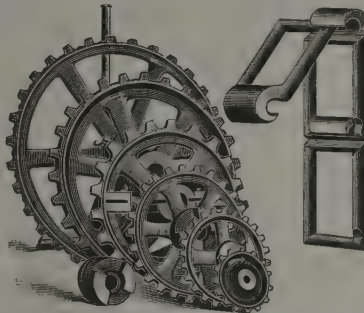
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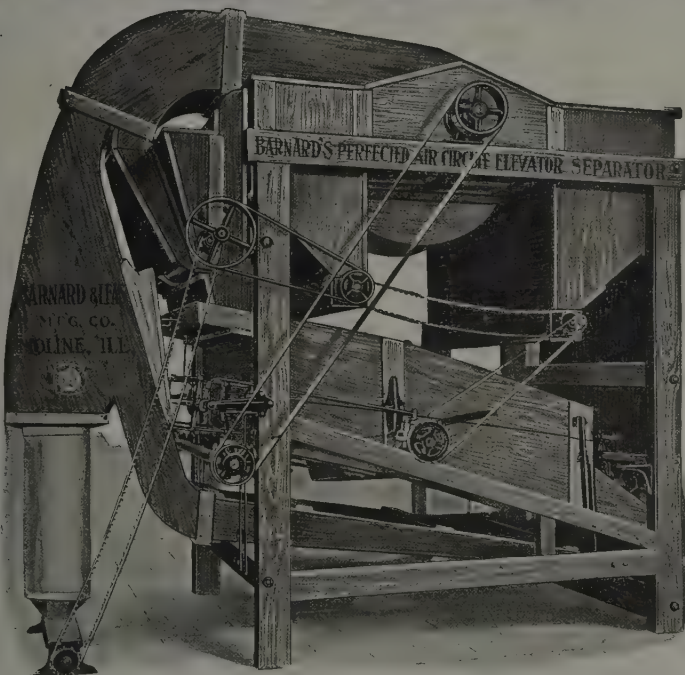
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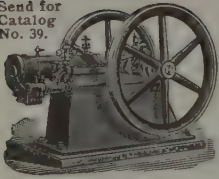
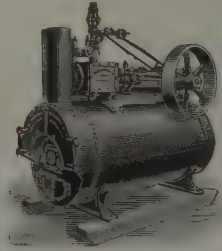
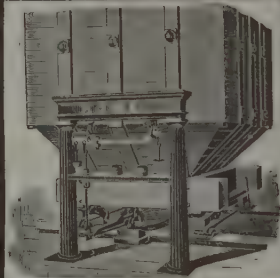
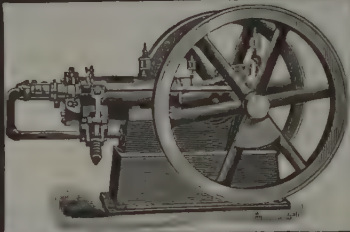
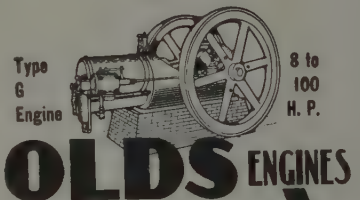


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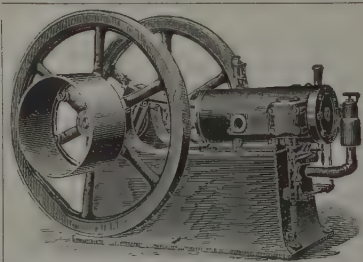


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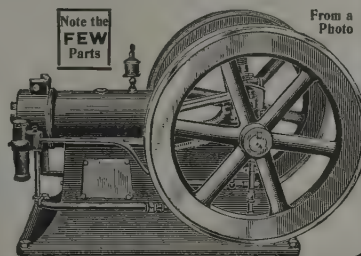
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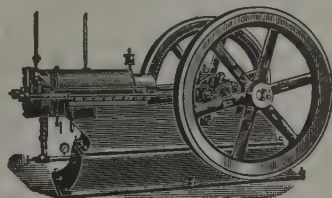
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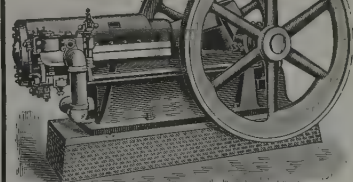
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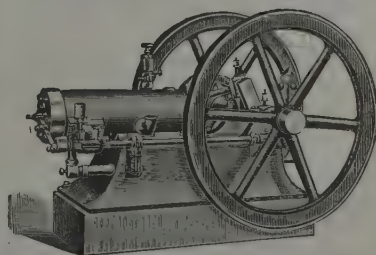
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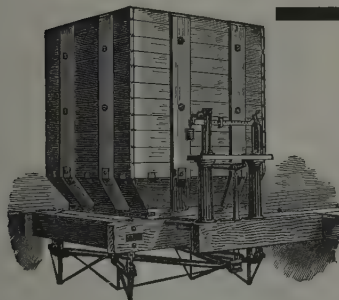
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Grain Elevator Machinery and Supplies

C. D. Holbrook & Co.

MINNEAPOLIS, :: MINN.



FAIRBANKS-MORSE & CO.

Chicago, Ill.
St. Louis, Mo.
Omaha, Neb.
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St. Paul, Minn.
Minneapolis, Minn.
Portland, Ore.
Cleveland, Ohio
Indianapolis, Ind.
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Los Angeles, Cal.



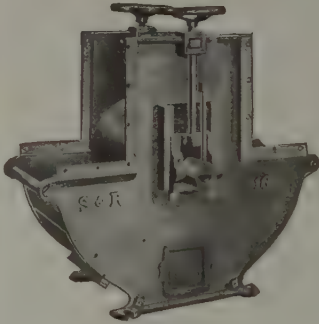
You ought to use Fairbanks Scales and Fairbanks-Morse Gasoline Engines, for the same reason that they were given the Highest Award at the Louisiana Purchase Exposition, St. Louis, 1904. **THEY ARE THE BEST.**

Send for descriptive catalogue No. 550

If you want anything for your elevator and do not know where to find it, write us.

ELEVATOR BOOT

Adjustable, Made of Cast Iron



The bearings are of the oscillating, car box pattern, with large oil reservoir in lower half of box. Openings on inside of boot are closed by sliding plates, keeping all dust, etc. from coming in contact with the bearings. In addition to a door on side, each end of this boot is fitted

with a gate, which can be instantly removed when necessary to clean out boot. This is a kind of boot it pays to buy.

GET OUR CATALOG

SKILLIN & RICHARDS MFG. CO.

CHICAGO, ILL.

Everything for your Elevator

TO WHOM IT MAY CONCERN:

I want to emphasize that which has been written regarding my Namesake, the U. S. CORN SHELLER and its CHAIN FEEDER.

I want you to understand that I intend to protect them against any imitations, therefore don't buy anything else but these machines if you want to save yourselves trouble, not only in the Courts, but in your elevators. The Chain Feeder is guaranteed to get the corn to the sheller in the desired capacity and the Sheller is guaranteed to shell and deposit it in the elevator boot. The blades in the drum DON'T crack the corn: that happens occasionally in any cylinder sheller. This sheller cannot choke on damp silks and shucks owing to the suction which keeps the shelling surfaces free. Every piece is bolted from the outside, therefore it is the easiest and quickest repaired sheller on the market. No lower hopping to tear out or rebuild. Cheapest installed. All iron, therefore fire and decay proof. Made rights and lefts, over or under discharge and run without a cross belt. Write for a catalog and prices. Don't wait until the corn crop is here before ordering and then cuss if you are delayed. Order now and thus accommodate both yourselves and

The B. S. Constant Co.

BLOOMINGTON, ILL.



POWER CAR LOADERS FOR ELEVATORS.

A Pleased Customer is the Best Advertisement, After All.

Maroa, Mfg. Co., Maroa, Ill.

Gentlemen: Your favor of the 22nd inst. to hand and request noted. Desiring to install a car loader, and knowing that there was one in operation in the Leas elevator at West Alexandria, O., writer journeyed over to above place and interviewed man in charge. As loader had proven satisfactory, we secured from him place of manufacture and then wrote you. We had never seen any of your advertising. A pleased customer is the best advertisement after all. We remain,

Yours truly,

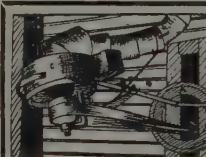
CAMDEN ELEVATOR CO., Per E. C. Eikenberry.



which you can see, let us send you one on trial.

MAROA MFG. CO., Maroa, Ill.

Not long ago we received an inquiry from the above firm which resulted in an order. When the inquirer does not state where he saw our advertisement or heard of our machine, we usually write him for that information so we will know what advertising is paying us the best. While most of them have seen the advertisement somewhere, yet a great many state that they have seen the loader in operation in some one else's elevator, or that it has been recommended to them by another. If there is none near you



NELSON
Car Loaders

Are O. K.

Shipped on Trial

Write E. B. Nelson
Burchinal, Iowa
Patentee & Mfr.

If not in need of a Car Loader you need a

Nelson Flexible

Spout Holder

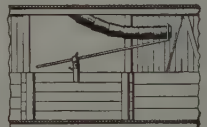
Sold for \$5.00 on

ten days' trial.

E. B. NELSON

Burchinal, Iowa

Patent applied for



TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/4 x 8 1/2 inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

The Western Air Blast Grain Loader

Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

Write us for descriptive catalogue and testimonials, prices, etc.

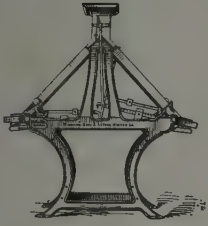
PROGRESSIVE MFG. CO.

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PANA, ILL.

SCALES FOR GRAIN ELEVATORS.



THIS SCALE

Automatically fills, weighs, counts the bags and shifts cut-off valves. Operator supplies empty bags. Shipped on trial, subject to your approval.

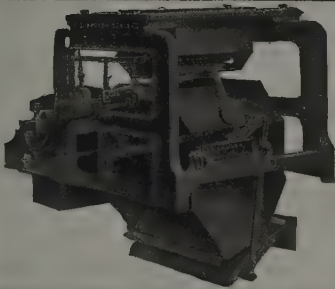
They are: Simple, because they are not complicated or intricate.
Cheap, because they are built that way.
Durable, because the flow of material is never checked.
Fast, because they are adjusted, balanced and graduated with U. S. Standard Test Weights.
They are: Simple, cheap, durable, fast and accurate, because we guarantee them, and they must be that way.

For literature address

THE AUTOMATIC SCALE CO., Ltd.

Minden, Louisiana.

GOLD MEDAL ST. LOUIS 1904



AUTOMATIC SCALES

GRAIN TO CAR

Accurately weighed and registered.

SMITH & SMITH

Selling Agents

122 Monroe St., Chicago

RICHARDSON SCALE CO.

171st 19 Park Row N.Y. City

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets. The sheet is perforated so that each ticket can easily be removed.

Each ticket is printed, ruled and spaced for the following information: Date; Boto; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it.

800 tickets in each book, with a rubber stamp for quickly filling in name of buyer. Price \$1.25

Grain Dealers Company

255 La Salle Street

Chicago, Ill.

Corn and Oat Tables

On Cards

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

Grain Dealers Co.

255 La Salle Street, - Chicago, Ill.

Correct Weights

HOW MANY DRAUGHTS DO YOU MISS?



We can save you from \$2.00 to \$5.00 per day. The Bowlus Automatic Weighing Machine accurately weighs and registers every pound of grain. It does away with the expense of a weighman, and the weight is accurately kept. It is up-to-date in every respect.

Requires no attention while weighing out grain. Its essential features are:

**ACCURACY
SIMPLICITY
DURABILITY**

Write for prices, catalog and testimonials.

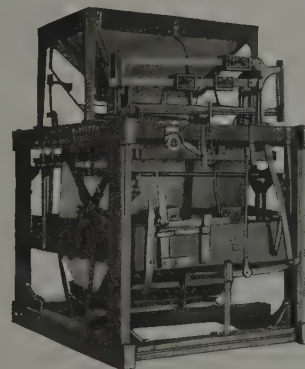
The Bowlus Automatic Scale Co.

Springfield, Ohio.

GOOD LOCATIONS

You can find a good location for your new elevator by placing a liner ad. in the "Wanted" columns of the Grain Dealers Journal. The cost is 15c per line each insertion. Try it.

Automatic Scales



for weighing grain into cars, bins or sacks.

Guaranteed to be accurate, reliable and durable. Sold on approval. Prices reasonable. Write for particulars.

McLEOD BROS., Marietta, Kans.

FEED MILLS FOR GRAIN ELEVATORS.

X	NORDYKE & MARMON CO.	X
	AMERICA'S LEADING MILL BUILDERS INDIANAPOLIS, IND.	
	FEED MILLS THREE ROLL-TWO AND THREE PAIR HIGH ROLLER MILLS ALL SIZES AND STYLES BUHR STONE MILLS GOODS OF FIRST QUALITY — PRICES LOW — SEND US YOUR SPECIFICATIONS FOR QUOTATIONS.	

Remember

When in need of Grain Buckets, Spouts, Sprockets, Conveyor, Chain, Pulleys, Belts, Shafting or anything else in

Mill & Elevator Supplies

remember that we can supply you with whatever you may need in this line.

Roll Grinding and Corrugating a Specialty. The

Northway Feed Mill—

the BEST in its class—is made by us. Write us for prices, etc., on any of these goods.

Strong & Northway Mfg. Co.

Northwestern Agents for Invincible Cleaners and Richmond Dust Collectors

MINNEAPOLIS, MINN.

LIGHTEST RUNNING

THE BOWSHER FEED MILLS



have capacity, speed, strength and lasting qualities. They grind fine, medium or coarse. Crush and grind ear corn (with or without shucks). Can run empty without injury. Seven sizes—from 2 to 25 H. P. (Sold with or without elevator).

NOW is the time to put in a Bowsher Mill. We want you to have our catalog. Send for it.

The N. P. Bowsher Co., South Bend, Ind.

COAL SALES BOOK

FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½ x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY

Grain Dealers Company,

255 La Salle St.

CHICAGO, ILL.



Crushers, all kinds of milling machinery and supplies. "Mon- costs a little but it does more no "extras" or our Catalog and **Sprout** P. O. BOX 260



Q No like, no keep; no keep, no pay—that's the "Mon- arch" way. Q Enables you to know what you will get. Q We make French Burr, Attrition, Feed, Meal and Grist Mills, Corn Shellers, "Machinery more, perhaps, and there are "repairs." Get get mill-wise. **Waldron** MUNCY, PA.

Barnard & Leas Mfg. Co.

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ELEVATORS IN WOOD, STEEL AND CONCRETE

Plans and Specifications for Elevators of all Kinds and Capacities Furnished.

Write for further particulars.

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Designer and Builder of
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MODERN GRAIN ELEVATORS

Completed under one contract.
Plans and estimates promptly furnished.
Correspondence solicited.
R. M. VAN NESS, Fairbury, Neb.



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CLARKSVILLE, IA.

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Grain Elevators AND Warehouses

Plans and Specifications Furnished. Call
on or write us.

412 S. Third St., Minneapolis, Minn.

CLARK'S CAR REGISTER

Shows at a glance where to look for the
record of any car of grain. It is made of
heavy ledger paper, is well bound and in-
dexed. Size 11x14 1/4 in.
No. 40 contains spaces for 9,000 cars, \$1.50
No. 42 contains spaces for 17,000 cars, 2.50
GRAIN DEALERS COMPANY
255 La Salle St., Chicago

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Contractor and Builder of
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Plans and estimates furnished quickly
DALEVILLE, IND.

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P. H. PELKEY Elevator Contractor

FULL LINE OF ELEVATOR AND MILL
SUPPLIES, SCALES AND LEWIS GASO-
LINE ENGINES CARRIED
IN STOCK AT
WICHITA, KAN.
118 S. LAWRENCE AVE.

SAM'L OLSON NIELS OLSON TOLLEF J. ENGH

OLSON, ENGH & CO.

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Grain Elevators and Power Transmission

160-162 N. Sangamon St., CHICAGO
Phone Monroe 1614

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Designer and Builder of
Grain Elevators
318 First Nat'l Bank Bldg.
OMAHA, NEBR.

FRED FRIEDLINE

Architect and Contractor

503 TRADERS BUILDING, CHICAGO, ILL.

Plans and specifications a specialty and contracts taken for complete
grain-handling plants—large or small.

Grain elevator storage designed and constructed of Steel, Concrete,
Wood or Combination Materials.

TRANSFER AND CLEANING ELEVATORS A SPECIALTY

CORRESPONDENCE SOLICITED
SATISFACTION GUARANTEED
Local and Long Distance Phone Harrison 667.

ANOTHER ONE

Shellsburg, Iowa, June 6, 1905.
YOUNGLOVE CONSTRUCTION CO.
Mason City, Iowa.

Gentlemen: Answering your favor of the
5th. Note you will order a flexible spout in
place of the one that is lost, which is satis-
factory. I want to say here that I think the
elevator you built for me is about the "best
ever." The accompanying photograph hardly
does the building justice. The workman-
ship and millwright work is well done and
perfectly satisfactory. The material was
fully up to grade, and the cribbing was bet-
ter than I expected. I could not be any bet-
ter pleased with the job you have given me,
and your men were millwrights and gentle-
men. Yours very truly,
S. F. MILLER.

Be careful and address Box
Younglove Construction Co. 478
There are others here using our name.

We Build Elevators

ANY SIZE
TIME
STYLE
PLACE

H. G. BUSHNELL COMPANY

Engineers and Contractors
314 CORN EXCHANGE MINNEAPOLIS, MINN.

MODERN

GRAIN ELEVATORS

Any Style and Capacity
Designed and Built by

L. O. HICKOK

MINNEAPOLIS,
226 Flour Exchange. MINN.

GRAIN ELEVATOR BUILDERS.**Younglove & Boggess Co.****ENGINEERS**

Designers and Builders of

Grain Elevators and Flour Mills

MASON CITY, IOWA

IF INTERESTED WRITE FOR PLANS AND ESTIMATES ON YOUR WORK.

**THE VALUE
OF AN
ADVERTISEMENT**

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

THE OPEN DOOR

to larger profits in the grain business is through our system of construction and our ability to do your work in a hurry.

TO SUCCESS

or failure we all must come or go, but by our guidance you will obviate the latter.

**OUR REPRESENTATIVE IS JUST
THE MAN YOU WANT TO SEE**

BURRELL ENGINEERING & CONSTRUCTION CO.
263-265 La Salle Street, CHICAGO

STEEL**Twenty Million**

Bushels Capacity
of Our Construc-
tion now in use.

WRITE FOR ESTIMATES

**STEEL STORAGE AND
ELEVATOR CONSTRUCTION Co.**

BUFFALO, - N. Y.

STORAGE**Complete Grain Elevators
and Flour Milling Plants**

Designed, erected and equipped ready for operation. PLANS drawn to suit any location and ESTIMATES SUBMITTED. Elevators built in either steel, wood or combination materials.

Steel Fire Proof Elevators a Specialty

Write for my late Illustrated Catalog on Grain Elevators. It will interest you.

CORRESPONDENCE SOLICITED

R. C. STONE

ARCHITECT

AND MECHANICAL ENGINEER
SPRINGFIELD, Mo.

GRAIN ELEVATOR BUILDERS.

SQUARE BIN FIRE PROOF ELEVATORS

A SPECIALTY.

BRICK OR TILE.

We also have facilities for building modern country elevators quickly.

G. T. HONSTAIN

518 Corn Exchange
MINNEAPOLIS, MINN.

Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg. CHICAGO, ILL.

John S. Metcalf Co.

ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications a Specialty. CHICAGO

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GRAIN ELEVATORS

306 Boston Block
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W. E. STARK

SUCCESSOR TO

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ELEVATOR BUILDER

ENID : : OKLA.

JOHN LUND & COMPANY

Successors to Lund, Rud & Co.

Contractors and Designers of Grain
Elevators

313 S. THIRD ST. MINNEAPOLIS, MINN.

My Aim

IS TO BUILD

GRAIN ELEVATORS

which are right up-to-date
in every particular

M. J. TRAVIS, Wichita, Kansas

FIREPROOF GRAIN ELEVATORS

Designed and erected in any
part of the country. Write
for sketches and estimates.

WITHERSPOON-ENGLAR CO., Monadnock Block, Chicago

JAMES STEWART & CO.

Contractors

GRAIN ELEVATOR DEPARTMENT

1811 Fisher Building :: :: CHICAGO

W. R. SINKS, Mgr.

R. H. FOLWELL, Engr.

We are prepared to design and build GRAIN ELEVATORS
any place of

Steel, Brick, Wood, Concrete, Tile

We also do General Contracting and have offices
in the following cities.

Write or call on any of them

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130-137 Broadway

BALTIMORE, MD.

319 N. Charles St.

PITTSBURGH, PA.

Westinghouse Bldg.

ST. LOUIS, MO.

Lincoln Trust Bldg.

NEW ORLEANS, LA.

Hibernia Bank Bldg.

LONDON, ENGLAND

Savoy Hotel



This Steel Elevator and Tile Grain Storage

was recently completed

for

JOSEPH SCHLITZ BREWING CO.

Milwaukee, Wis.

by

The Barnett & Record Co.

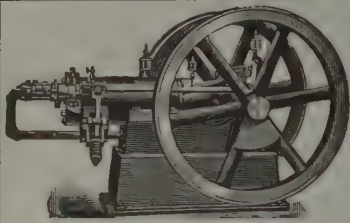
GENERAL CONTRACTORS

MINNEAPOLIS

MINN.

The GRAIN DEALERS JOURNAL

GRAIN ELEVATOR SUPPLIES.



Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

MANUFACTURERS OF
Elevating, Conveying and Power
Transmitting Machinery.
Complete Equipments for Grain
Elevators a Specialty.

York Foundry and Engine Works
Warehouse: OMAHA, NEBR.
Office and Works: YORK, NEBR.

A CARD LIKE THIS

Would do YOU a great
deal of good at a
small cost.

If You Don't

buy your goods of us

We Both Lose Money

• Complete line of

**ELEVATOR MACHINERY AND
SUPPLIES**

H.L. Thornburgh & Co.

Chicago, Ill.

"New Era"



Passenger Elevators are not only a convenience but a necessity in well-equipped grain warehouses

Easy to operate.

Durable. Safe.

Cheap as a stairway.

No bother. Time, money and labor savers. Write us for lowest prices and description.

Sidney Elevator Mfg. Co.

Sole Manufacturers

SIDNEY,

OHIO



16-inch pulley—16 inch face.

NON-CHOKING.

Send for
Catalogue "D"

TIRED?

Are you tired of having a man stand with his hand on the feed gate lever watching cups that are ascending half full?

Are you tired of repairing battered and broken cups and mutilated belts?

Are you tired of being forced to go down into a dusty, dirty pit with a lantern, to dig out a choke?

Are you dissatisfied with your present system of defective, expensive, unsatisfactory, annoying and dangerous operation? If so, install the

HALL NON-CHOKABLE BOOT

and your troubles will vanish just as surely as dense fog before sunshine.

SENT ON TRIAL

HALL DISTRIBUTOR CO.

222

First Nat. Bank Bldg
OMAHA, NEB.

We are

HEADQUARTERS

FOR

Grain Elevator Machinery
Friction Clutch Pulleys
Manilla Rope Transmission
Power Shovels, Car Pullers
Boot Tanks, Boilers
Atlas Steam Engines

WRITE US

**LINK-BELT
SUPPLY CO.**

Minneapolis,

Minn.

COMPLETE EQUIPPERS OF GRAIN ELEVATORS

Modern Grain Elevator Machinery

ELEVATOR BOOTS

ELEVATOR BUCKETS

TURN HEADS

POWER SHOVELS

BELT CONVEYORS

CAR PULLERS

INDICATOR STANDS

LINK BELTING

FLEXIBLE LOADING SPOUTS

In fact everything for the Complete Equipment of Country and Terminal Elevators. Our Catalog Sent Promptly on Request.

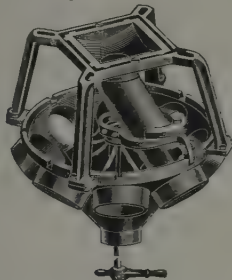
The Midland Machinery Co.
MINNEAPOLIS, MINN.

The GRAIN DEALERS JOURNAL.

GRAIN ELEVATOR SUPPLIES.

THE BUSY SEASON

of elevator building and repairing is now here, and **repairs** are big items in maintenance of machinery, and shrewd purchasers estimate and calculate them closely.



Economy of space is an important feature as well.

If you want a **simple, economical, efficient** and **durable** grain distributor to place in your new elevator, or old one as repaired, investigate the merits of the improved

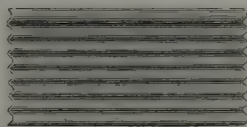
Hall Signaling Grain Distributor

Sent on Trial. Send for Booklet.

Hall Distributor Co.

222 First National Bank Bldg., OMAHA, NEB.

We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

Rubber Belting

FOR GRAIN ELEVATORS

Send for samples Low prices

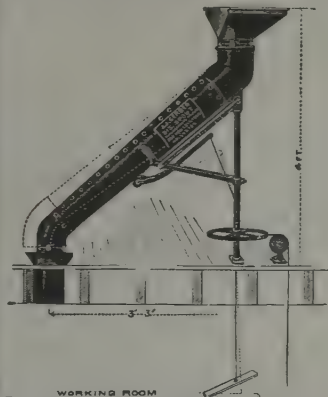
Full line elevator and mill supplies

W. D. Allen Mfg. Co.

151 Lake St., CHICAGO

If you have not our catalog ask for one

Order the No. 2



GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER,
Minneapolis, Minn.

THE PRACTICAL GAS ENGINEER

(3rd Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00.

GRAIN DEALERS JOURNAL

255 La Salle St.,

Chicago.

Grain Dealers' Scale Tickets.

BOOK NO. 51.

This scale book contains 100 pages 8x11 1/4 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.... bushels.... pounds, Price, Dollars and Fees.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cent. Address

GRAIN DEALERS COMPANY

255 La Salle Street, - Chicago, Ill.

The Ohio Corn Sheller

NONE BETTER :: GUARANTEED

We manufacture a complete line of machinery and supplies, such as:



CORN SHELLERS, CORN CLEANERS, CHAIN DRAG FEEDERS, DUMPS, HEADS AND BOOTS



and everything for a first-class elevator. Send us your specifications and we will show you how we can save you money

THE PHILIP SMITH COMPANY
SIDNEY, OHIO

The Gas and Gasoline Engine and Its Age

Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It is well bound in cloth covers, printed on book paper and of convenient size. Profusely illustrated. Price, \$1.00.

GRAIN DEALERS JOURNAL,

255 La Salle St., Chicago, Ill.

Penny Wise Pound Foolish

is the condition of Grain Dealers or Seedsmen who say they cannot afford to buy a

"Clipper" Grain and Seed Cleaner



This machine is acknowledged by all who have used it to be the most perfect cleaner made for all kinds of seeds—Clovers, Timothy, Red Top, Blue Grass, Millet, Flax, etc., and is equally as good for all kinds of grain. A "Clipper"

Cleaner will pay for itself in one year's time, inasmuch as it requires but one-quarter the power of a suction cleaner of equal capacity, and will do a far greater variety of work with better results.

We would be pleased to mail you our 1905 catalog, prices and full information.

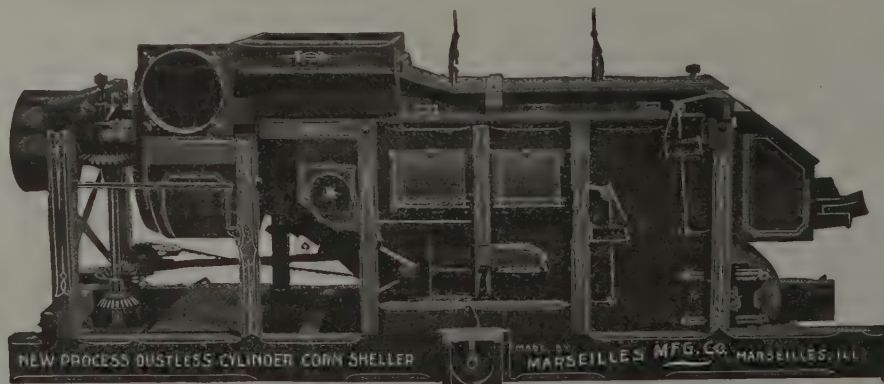
A. T. Ferrell & Co.

Saginaw, W. S., Mich.

Good Equipment

Earns big interest. Get the New Process Dustless Warehouse Corn Sheller, Separator and Cleaner. It Shells Well and Cleans Clean. Takes all the Corn off the Cob. Does not Crack or Grind the Grain.

This combined sheller and cleaner has vibrating cob and grain shoes hung on springs; also blast and suction fans and thoroughly separates the shelled corn from the cobs and other refuse. This style sheller can be furnished with or without ear corn feeder, shelled corn elevator or cob carrier: either one or all can be attached and driven from the machine. Made in four sizes with capacities ranging from 250 to 1200 bus. per hour. Send for our catalog. It fully illustrates and describes our line of shellers and cleaners as well as all the machinery and supplies needed in the building and equipment of an up-to-date elevator.



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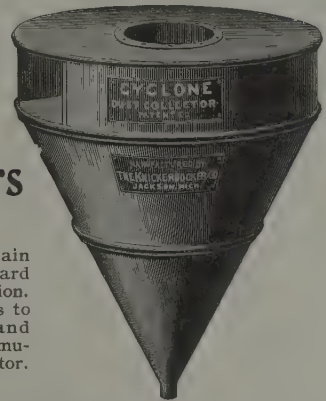
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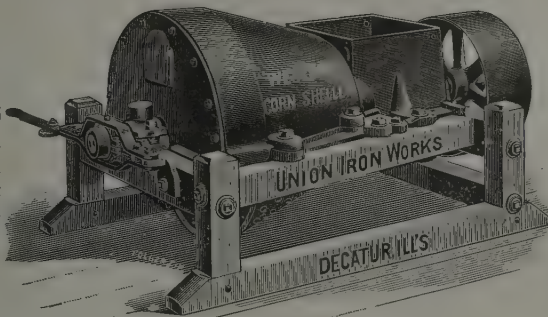
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"Western" Warehouse Sheller



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Do You Intend to Build an Elevator this Season?

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UNION IRON WORKS

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Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES

ELEVATORS FOR SALE.

FOR SALE—A good 10,000-bushel capacity cribbed elevator in a good, live western Iowa town; has a good grain territory. Address Lock Box 188, Ida Grove, Ia.

FOR SALE, a line of eight elevators in Southern Minnesota and Northern Iowa; will pay good money on the investment. Aaron Smick, Mill & Elevator Broker, Decatur, Ill.

TWO MODERN ELEVATORS for sale; one in Minnesota; one in Iowa. Well located; easy competition with splendid crop prospects. Inquire 81 Chamber of Commerce, Minneapolis, Minn.

ELEVATOR FOR SALE—20,000 bus. capacity. Hay warehouse in connection. On 3 railroads, county seat, 3,000 people. Electric power, cheap for cash or will trade for farm. Write Box 40, Allegan, Mich.

ELEVATOR, HAY and COAL BUSINESS for sale. In good repairs; gasoline power. In good town; located in excellent territory in northwestern Ohio. A bargain if sold soon. Address C, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN AND COAL business for sale at one of the best stations in Central Illinois on Wabash Railroad; ideal location, good town, good schools, good churches; 600,000 bu. station. Address Post, Box 8, Grain Dealers Journal, Chicago, Ill.

GRAIN AND BEAN ELEVATOR for sale; grain elevator 10,000 bus. capacity, bean elevator 8,000 bus. capacity; coal and hay and cement sheds; all in good shape; in good territory, located on C. H. & D. and P. M. R. R.'s. Address N. Kerr & Son, Melvin, Mich.

ELEVATOR, lumber and coal business in Western Indiana for sale. 15,000 bu. capacity, handles about 200,000 bu. corn, oats and wheat per year. Lumber shed, 56x60. Coal bins for 250 tons. No competition in either line. Good town, churches and schools. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Cheap, at Altamont, Ill., one of the best arranged Grain Elevators and Implement houses; also large coal house with ground; good opening for a grain, hay, coal and live stock man. Price, \$3,500.00. Located on B. & O., Wabash, Vandalia and C. & E. I. R. R.'s. Address Byron Piper, Altamont, Ill., or A. F. W. Luehrmann, St. Louis, Mo.

NEW ELEVATOR FOR SALE in Central Ohio. Modern and up to date in every respect, most complete plant in interior Ohio. Capacity, bins cribbed, 50,000 bu. Ear corn 8,000 bu. Mill feed 50 tons, flour storage 1,000 bbls. Thoroughly equipped with machinery including a complete corn meal outfit. In one of the best grain sections of the state. Shipping facilities unexcelled with the advantage of five railroads. Doing a good grain business, wholesale flour (1,000 bbls. per month), coal and retail trade. Good for \$4,000.00 to \$5,000.00 net profits per year. Best of reasons for selling. For further particulars, address Snap, Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

ELEVATORS FOR SALE; if you mean business, write for my list. Aaron Smick, Decatur, Ill.

ELEVATOR AND COAL business for sale. Cheap if sold soon. Charles F Lambert, Orestes, Ind.

GRAIN & COAL business for sale in one of the best towns in North Texas; good investment and good prospects. Address Ville, Box 1, Grain Dealers Journal, Chicago, Ill.

WISCONSIN ELEVATOR, with capacity of 24,000 bushels, with rollers and stones for grinding feed; large and well established business in city of 18,000, for sale. Address Wisconsin, Box 2, Grain Dealers Journal, Chicago, Ill.

NEW ELEVATOR in western Ohio for sale; built in 1902, capacity 20,000 bus., gasoline power; good corn and wheat country. Price \$6,000.00; part cash, balance time. Address Q. X. Z., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE for one-half its real value; located in good town of 1,500; no competition within seven miles; good crop prospects; belting, machinery and all equipments good and running every day. Address Lock Box 12, Grain Dealers Journal, Chicago, Ill.

GOOD 8,000-BUSHEL ELEVATOR for sale, Howe Hopper Scale, Barnard & Leas Separator, Coffield Gasoline Engine, Howe 6-ton Wagon Scale under roof, two-story building for flour, etc., ice-house and seven lots. On C. & N. W. R. R. Will sell all or part. Address Geo. L. King, Ida Grove, Iowa.

FOR SALE or trade for Kansas land, a 10,000 bushel capacity elevator; feed and flour exchange, and a good coal business. Good engine and cleaner; all up to date machinery. A store room 25x90 feet. Located on the Lake Shore R. R. and St. Joe Interurban. For further information address S. S. Eash, Shipshewana, Indiana.

ELEVATOR FOR SALE, 15,000 bushels capacity, and coal sheds for 100 tons of coal; all nearly new, and in best of order; situated in Clay Co., Kansas, on the U.P. Railroad, in as good a grain district as there is in the state. None need write unless you mean business. Terms easy; price, \$4,000. Address A. W. Schenberger, Wakefield, Kansas.

ELEVATOR FOR SALE in central Illinois on I. C. R. R., with store building 40x56 and one-half block land, at Hallsville, DeWitt Co., Ill. Also will sell a general stock of goods, including a full stock of groceries, hardware, etc. Elevator is first class in every respect; has 15,000-bu. capacity with outside cribbing for ear corn; equipped with 14x6½ buckets; 12-h. p. Olds engine; with 500-bushel hopper scale and gravity loading spout; will handle from 100 to 150 thousand bushels grain yearly; one competitor. Hallsville has a nice church and school. Will sell elevator, land and store building without merchandise. This is a money maker and a special bargain. Best reason for selling. Address Lock Box 103, Clinton, Ill.

ELEVATORS FOR SALE.

TWO ELEVATORS in best grain points in eastern Illinois for sale at a bargain. Address S. W. F., Grain Dealers Journal, Chicago, Ill.

FOR SALE, very reasonable, two elevators on C. M. & St. P. road, southern Minnesota. No trades. Address Lock Box 47, Spencer, Iowa.

FOR SALE—I have several very desirable elevators in my hands for sale. For particulars call on or address E. B. McComb, 21 Board of Trade, Indianapolis, Indiana.

TWO ELEVATORS for sale in the corn belt of Iowa; handle lumber, coal and feed at each elevator. Will sell elevators with or without lumber yards. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—3 central Indiana elevators on Big 4, in fine agricultural section. Handle 150,000 to 175,000 bus. of wheat annually. Also oats, corn, clover seed and coal. Write Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE on the Grand Trunk Railroad in Eastern Michigan, capacity 60,000 bushels; well equipped with machinery for handling grain and beans; will sell cheap. Address Wright, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good 35,000-bushel elevator, small country station in central Illinois, on I. C. Handles 175,000 bus. annually. Territory and competition good. Also handle lumber and coal. Will sell separate or together. Address Par, Box 2, Grain Dealers Journal, Chicago, Ill.

THREE SMALL ELEVATORS for sale on Chicago Great Western Railway, Southern Minnesota. Well located, gasoline power, dump scales, and at stations with only one competitor. Will sell separately or together. Address The John Miller Co., Chamber of Commerce, Minneapolis, Minn.

FOR SALE—Small elevator in a small town in northern Indiana, on a trunk line road. Only elevator in town. Price low for cash. Good chance for a man of small means, if he can be contented to live in small town. Capacity 8,000 bus. Address H. C., Box 2, Grain Dealers Journal, Chicago, Ill.

GRAIN WAREHOUSE for sale; could be converted into an elevator at small expense. Small stock of lumber; paints, oils, hardware, etc.; corn crib; six ton wagon and stock scale. Reason for selling, desire to retire from business on account of age. For particulars, address Orin Palmer, Kemper, Ill.

ELEVATOR FOR SALE with 14,000 capacity; one dump; as good corn and grain section as Ohio produces. Also dwelling house close by. Good trade in flour, feed also. Up-to-date town; good banks, churches and fine school. Electric line is also a convenience. A money maker, and only reason for selling is other business. Cheap if sold soon. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE in Minnesota; good territory and good business; wish to sell property on account of the death of my husband. Address Mrs. C. W. Fairbank, West Concord, Minn.

NEW OHIO ELEVATOR with good coal business in connection, located in good corn, wheat and oats territory, for sale or exchange for stock of hardware. Address D. Kester, Pikeville, Ohio.

TWO ELEVATORS and one station with scales, cribs and oats bin for sale, in corn and oats belt S. W. Iowa. All handle coal. Total capacity elevator, 200,000 bu. Good reason for selling; will sell one or all. All doing good business. Crop prospects good. Address J. H. Hulbert & Co., Greenfield, Iowa.

ELEVATORS WANTED.

ELEVATORS WANTED in Illinois, at a price for which they can be sold. Aaron Smick, Decatur, Ill.

THREE or four eltrs. wanted in S. D., on H. & D. Ry. Address Mack, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY a good elevator handling not less than 150,000 bushels of grain; in central Illinois. Address A. Y. Munson & Son, Decatur, Ill.

WANTED to buy half interest in Elevator doing good business. Have had experience in handling grain. Would rent or buy, but prefer half interest. E. L. Gillham; R. F. D. No. 1, Edwardsville, Ill.

ELEVATOR WANTED—In exchange for general store; stock invoice \$7,500. Good town and country around it. Yearly sales \$16,000; good thing for party that wants retail business. Address G. A. H., Box 395, Celina, O.

MISCELLANEOUS.

GRAIN BAGS for rent from 100 to 100,000. For rates write Foell & Co., 123 Market St., St. Louis, Mo.

WOOL WANTED. We are in the market as wool jobbers and will pay the market price. Address Berne Grain & Hay Co., Berne, Ind.

ASK YOUR DEALER for the Usona Manila Rope Dressing and the Ivy Bar Belt Dressing or write to the manufacturers. Messrs. Scott & Co., Chicago.

FOR SALE—Genuine wool felt roofing; 99 per cent pure asphalt paint for felt and metal roofs and buildings, bridges, boilers and stacks; estimates furnished on self-supporting roofs. Address The Bicknell Mfg. & Supply Co., Janesville, Wis.

WANTED—The address of every dealer handling chicken feed; samples of our PHOENIX BRAND POULTRY FOOD, MONITOR BRAND CHICK FOOD, Chicken Wheat, Kafir Corn, Millets, etc., sent free upon application. THE ILLINOIS SEED CO., Department "E," Chicago, Ill.

SITUATIONS WANTED.

SITUATION WANTED as grain buyer; experienced; best of references. Address P. E. Otis, Erwin, South Dakota.

YOUNG MAN with some experience desires position in a grain office; references. Address Bab, Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by young man experienced in grain, coal and lumber. Can handle gasoline engine. Address Box 704, Pontiac, Ill.

SITUATION WANTED by young man experienced in grain, coal and lumber business; good references. Address F. R. J., Box 17, Fontanelle, Iowa.

POSITION WANTED as buyer or manager for elevator; ten years' experience in grain and hay; references. Address Lock Box 362, Converse, Indiana.

SITUATION WANTED as manager of an elevator, thoroughly understand the handling and purifying of grain; can give best of references. Address Robt. Nabstedt, Davenport, Iowa.

POSITION WANTED as miller or manager, or both, in mill of 40 to 200-bbls. capacity, or elevator. Can furnish good references, etc. Address 32 South 9th St., Noblesville, Indiana.

SITUATION WANTED as grain buyer in country town; German and American spoken; three years experience; best reference; honest. Address J. J., Box 304, Parkersburg, Ia.

SITUATION WANTED as grain buyer, seller or elevator manager, by thoroughly experienced man, understanding mixing and handling of all kinds of grain; also grades of the different markets; best of references. Address H. A., Box 42, Vienna, Ill.

POSITION wanted by young man, who has had wide experience in the grain business and able to furnish the best of references as to ability and character. At present under contract until July 1st. Address Kroy, Box 10, Grain Dealers Journal, Chicago, Ill.

SITUATION—An expert accountant in the grain business desires permanent position. Age 28; married; have had seven years' experience; excellent penman; best of references as to character and executive ability. Address Accountant, Box 1, Grain Dealers Journal, Chicago, Ill.

OWING TO CHANGE with my present employer's elevator I offer my services as an all-around elevator man, from office to handling machinery and grading grain; can furnish reference; salary reasonable to start. Address C. O. Q., Box 2, Grain Dealers Journal, Chicago, Ill.

IF YOU can use a man 30 yrs. old, with no bad habits, who has had 5 yrs.' experience in the grain, coal and feed business, with live stock and lumber as a side issue, one year each on the road and in the retail grocery business, drop me a line. Address Arodle, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED by experienced book-keeper and grain man. Station in good section on joint account preferred. Best references. Address Santa, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by young man; have had experience in buying corn, oats, wheat and live stock; can give best of references. Will invest \$1,000.00 as partner in good paying business; prefer Oklahoma, Indian Ty., Kansas or Nebraska. Address Laur Troth, Lock Box C, Clarinda, Iowa.

HELP WANTED.

SHIPPER WANTED—Reliable corn and oats shipper in Chicago who is not already represented in Washington, D. C. or vicinity wanted; on brokerage basis. Address Broker, Box 12, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

GOOD STEAM GRIST MILL for sale or exchange; snap for right man. Robert Sherman, Otter Lake, Michigan.

FLOURING MILL for sale or trade; 200-bbl. capacity. For particulars and terms address Cameron Investment Company, Cameron, Missouri.

A SNAP—Controlling interest in one of the best feed and cereal mills in southern California; doing a large business; price, \$20,000. It will buy the control, and give good position to right party. Answer quick to X, Box 1, Grain Dealers Journal, Chicago, Illinois.

FLOUR AND FEED MILL for sale. Nearly new; established two years. Located in one of the best wheat centers in Northern Michigan on Pere Marquette Ry. Fine opening for hay and grain buyer. Small amount will buy, account of other business requiring owners attention. Address Custer Milling Co., Custer, Michigan.

WE OFFER for sale our 100-barrel water power mill, building 44x100, 4 stories and basement; adjoining mill is an elevator of 65,000 bushels capacity. Mill and elevator are operated by best water power in the state. Also good sized barn, two dwelling houses with 33 acres of land; no better grain section in Ohio. We have operated this plant very successfully for the past 14 years; on account of other business interests requiring a change of residence we are compelled to sell it. Offered at half its value for quick sale. Call on or address Edwards Brothers, Troy, Miami Co., Ohio.

FOR SALE

White Pine,—Second-hand, 2 x 6 in., surfaced two sides, No. 1 quality, in quantities to suit, carlots or less, f. o. b. Minneapolis.

Apply

The Albert Dickinson Co.
Minneapolis, Minn.

ENGINES FOR SALE.

GAS ENGINE for sale, 25 h. p. with fixtures as good as new, run three years. Address Berne Grain & Hay Co., Berne, Ind.

FOR SALE—50 and 60-h. p. Gasoline Engines; practically new at a bargain. Room 515 Ogden Building, 34 Clark St., Chicago, Ill.

GASOLINE ENGINES, all sizes. One 12 H. P. good as new at a bargain. Lammert & Mann, 157 So. Jefferson Street, Chicago, Illinois.

ONE 20 H. P. Slide valve horizontal engine, and one 5 x 4 steam pump. Good condition. Thos. Ramsey, 2600 Harvard Street, Chicago, Ill.

ST. LOUIS CORLISS ENGINE, 20 x 42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

FOR SALE—LOW PRICES—1 15-h. p. Rice automatic steam engine; 1 12-h. p. gasoline engine. Both as good as new; belting and mill supplies. H. W. Tuttle, 153 S. Desplaines St., Chicago, Ill.

JULY SPECIALS—10-h. p. White and Middleton, \$225.00; 6-h. p. Backus, \$175.00; 2-h. p. Tuttle, \$55.00, and other bargains in gasoline engines. T. Lennox Machinery Co., 10 S. Clinton St., Chicago, Ill.

CHARTER GASOLINE engine, 6 H. P., good as new, \$135.00 takes it. Other sizes in stock. For new engines send for catalogue of the "Coin" gasoline engine. F. W. Coin, 2436 Michigan Ave., Chicago, Illinois.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

OTTO GAS or GASOLINE ENGINE for sale. 38 H. P., good as new but too small, now being replaced by 75 H. P. Will sell cheap for cash or a little cash and balance in time, payments to suit. Address The H. L. Strong Grain Co., Kansas City, Mo.

GASOLINE ENGINES for sale at a bargain.

One 10-h. p. Columbus.
One 14-h. p. Ohio.
One 5-h. p. Charter.
One 2½-h. p. Weber.
One 12-h. p. Van Duzen Engine.
One 6-h. p. Fairbanks Electric Lighting Engine with dynamo. All are in first-class condition. C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

FOR SALE—Gas and Gasoline Engines; new and second hand.

16-h. p. Thompson Lewis Gasoline in first class condition\$385.00
10-h. p. White & Middleton.....\$300.00
17-h. p. White & Middleton.....\$410.00
7-h. p. Gus.....\$185.00
12-h. p. Otto.....\$240.00
7-h. p. Charter.....\$170.00
2-h. p. Tuttle.....\$60.00
in stock for immediate delivery.

Alexander & Crouch,
33 S. Canal St., Chicago.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

NEW ERA 20-h. p. gasoline engine for sale; in good condition. Dudley & Co., Wren, Indiana.

ONE 16x24 175 H. P. Atlas Automatic engine, good as new; Pfannmueller, 1134 1st Nat. Bank Bldg., Chicago, Ill.

FOR SALE—Automatic cut-off steam engine, 52-h. p., good as new, at a bargain. R. O. Dartt, Montello, Wis.

One 4 H. P. Lammert & Mann gasoline engine, almost new, cheap. C. A. Kreger, Box 10, Grain Dealers Journal, Chicago.

GASOLINE ENGINE for sale; 25-h. p. Fairbanks gasoline engine. Now in use and in good repair. Delivery Aug. 15th. Bemis Bro. Bag Co., Kansas City, Mo.

FOR SALE—Modern 8-h. p. gas engine at a bargain, for \$150; reason for selling, must install a larger engine. Imperial Expanded Metal Co., 1538 Monadnock Block, Chicago, Ill.

FOR SALE—If you want a good second hand gas or gasoline engine from 2-h. p. up, or a place to have your repairing done, address J. E. Plunket, 119 Washington Blvd., Chicago, Ill.

GASOLINE ENGINES FOR SALE.
One 12-h. p. Webster.....\$325.00
One 25-h. p. Otto.....\$425.00
One 35-h. p. Otto.....\$550.00
Colborne Mfg. Co.,
35 Indiana St., Chicago.

FOR SALE.
8-h. p. Thompson Lewis gasoline engine; \$175.00 cash; splendid bargain at this price; extra good order.

DAVIS-JOHNSON CO.
9 S. Canal St., Chicago, Ill.

FOR SALE, at cut prices, the following gasoline engines: 2-h. p. Dempster; 2½-h. p. Davis; 4 and 6-h. p. Bauer; 4-h. p. Star; 10-h. p. Fairbanks; also, 4 and 25-h. p. steam. All fine condition! Write us. Witte Iron Works Co., 526 W. 5th St., Kansas City, Mo.

SLIGHTLY USED GASOLINE ENGINES FOR SALE.

1-4½ h. p. Webster.....\$125.00
1-5 h. p. Charter.....135.00
1-5 h. p. Webster.....150.00
1-3½ h. p. Burrell.....100.00
1-7½ h. p. Webster.....300.00
1-2 h. p. Stover.....50.00
1-12 h. p. Webster new.....400.00

The above engines we will guarantee in first class condition.

ALLEN P. ELY & CO.,
1110 Douglas St. Omaha, Neb.

ENGINES FOR SALE—1 8-h. p. Fairbanks-Morse, second hand, in first-class condition, both electric and hot-tube ignitor; 1 4-h. p. Fairbanks-Morse, in good condition, hot-tube ignitor only; 1 12-h. p. Fairbanks, hot-tube ignitor only; 1 6-h. p. Lewis and 1 12-h. p. Lewis, both electric ignitors; 1 12-h. p. White, in good shape, with electric ignitor; 1 4-h. p. Model horizontal and 1-h. p. Model, both electric ignitors. All the above engines for sale cheap. Lennox Machine Co., 307 Third St., S. Minneapolis, Minn.

ENGINES AND BOILERS.

TUBULAR BOILER for sale; 66 in. x 15 ft.; good condition. Reason for selling, putting in larger one. Possession given at once. Address Goshen Mfg. Co., Goshen, Indiana.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

MISCELLANEOUS FOR SALE.

BRASS GRAIN TESTERS at rock bottom prices, three sizes. Write for circular. A. S. Garman & Sons, Akron, O.

FOR SALE—2nd hand 140-lb Flour Bags; 200-lb. Bran Bags, etc., cheap. Wm. Ross & Co., 57 S. Water St., Chicago.

FOR SALE—1-10 h. p. Advance Traction Engine, 1 Peerless Separator, 1 Birdsell Huller. Will sell cheap for cash. Address C. Friedly, Dunkirk, Ohio.

FOR SALE—One 7x18 Nordyke & Marmon two-pair high corn roll. Price, \$50. One 8x12 Atlas Automatic Engine. Price, \$85. Address Farmers' Elevator Mill & Coal Co., Lucas, Kan.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

MACHINERY BARGAINS.
500 bu. Fairbanks Hopper Scale, sealed and tested, at \$75.00.

14x36 Allis Corliss Engine, at \$825.00; can furnish condenser.

Large stock of state inspected second-hand boilers, 5 to 150 h. p.

4 second-hand hoisting engines, A No. 1 condition.

Relaying rail, pipe beams, mill machinery and supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

NEW AND SECOND HAND Hopper, Platform, Wagon and Track Scales for sale. Get out prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Ia.

HOWE WAGON SCALE for sale. 8x22 ft. with short pillars, shelf and hangers, also wood platform; used less than six months; a bargain. Keiser-Van Leer Co., Bloomington, Ill.

SCALES REPAIRED. We will repair any scales that you may have and make them as good as when they left the factory.

ALLEN P. ELY & CO.
1110 Douglas St. Omaha, Neb.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—At reasonable price, machinery of a 25-bbl. rye mill complete. Address Alert Mills, Fountain City, Wis.

FOR SALE, Marseilles Corn Sheller, slightly used. Price \$150 f. o. b. cars Cincinnati. For further information address The Gale Bros. Co., Cincinnati, O.

ELEVATOR SEPARATORS for sale. Two B. & L., 1,200 bu. capacity in good condition. Address Mueller & Young Grain Company, Chicago, Ill.

SPECIAL BARGAINS.

One No. 2, Victor Sheller; No. 2 Corn-mill Corn Cleaner; No. 6 Clipper Seed Mill; one No. 12 and one No. 14 Boss Car Loaders; several engines; also separators and scourers. Address A. S. Garman & Sons, Akron, Ohio.

HAY WANTED.

WE want your next consignment of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

HAY consignments solicited. Drafts for 75 per cent of value honored. Prompt returns. R. L. Chenery, Richmond, Va.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

MILLS FOR SALE.

MODERN 50-bbl. flour mill for sale. Send for full description. J. Deibele & Son, Carsonville, Mich.

MISCELLANEOUS FOR SALE.

BARGAINS.

The Interstate Elevator Co., having decided to equip their Erie Elevator at 51st & Wallace Sts., Chicago, with electric power using current from the Power station of the Chicago & Western Indiana R. R. Co., just completing, desire to offer for sale the steam plant as follows:

- 3 verticle, 125-h. p., Manning boilers.
- 1 self-supporting steel stack, 5' diameter, 125' high.
- 1 pair 16½" x 27" automatic Buckeye engines.
- 2 boiler feed pumps.
- 1 feed water heater.
- 1 steam driven fire pump.
- 1 15 k. w., 115 volt generator direct connected to Ideal automatic engine.

There is also a line shaft about 120' long, running from 5 15/16" to 3 15/16", together with a large number of bracket post hangers, rope drivers, complete to clippers and separators. Also one large carpuller capable of pulling twenty loaded cars. Machinery all in first-class condition, having been run only six years. Rope transmission, shafting, etc., made by Webster Mfg. Co. Apply to Stephens & Tyler, Consulting Engineers, Monadnock Block, Chicago.

Results Follow The Ad

We have sold out. Your Journal did it.
McCREA & VLERBOME, New Holland, Ohio.

SEEDS FOR SALE.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kafir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

SEEDS WANTED—Clovers, Timothy, Red Top, Blue Grass, Orchard Grass, Buckwheat, Millets, Seed Grain, etc., etc.

SCHISLER-CORNELI SEED CO.
813 N. 4th St. St. Louis, Mo.

SEEDS—Clovers, Timothy, Red Top, Blue Grass, Orchard Grass, Buckwheat, Millets, Dwarf Essex Rape, Seed Grain, etc.

THE ILLINOIS SEED CO.,
Chicago, Illinois.

SEEDS WANTED—We want to buy several cars of timothy, clover, red-top, orchard and blue grass. Will buy in lots of from ten bags to carload. Send samples and quote, giving freight rate and stating quantity offered. Jas. L. Vance & Co., Chilhowie, Va.

FEED FOR SALE.

ALFALFA MEAL for horses, cows and hogs, \$15 per ton; fine and extra green, \$17 per ton, f. o. b. Wise Elevator, Canfield, Colo.

GRAIN FOR SALE.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

RECLEANED RYE for distillers; also mixed cars made up of grain, flour and feed. Let us hear from you. Goshen Milling Co., Goshen, Indiana.

GRAIN WANTED.

YELLOW EAR CORN, oats and hay wanted; drafts honored. Address Produce and Grain Company, Wheeling, W. Va.

MILLING wheat, corn, rye and buckwheat wanted. Send samples and we will make prompt offers. Address T. G. White Cereal Co., Cedar Rapids, Ia.

OATS, RYE AND EAR CORN wanted. We make track bids. Let us hear from you and we will quote you regularly. Johnson & Son, Goshen, Ind.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

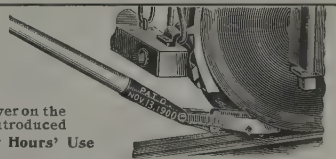
WHEAT WANTED; low grade, suitable for chicken feed. Mail samples and name prices delivered to Philadelphia, L. F. Miller & Sons, 2931 N. Broad St., Philadelphia.

The Atlas Car-Mover

Manufactured exclusively by

The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced
Try an "ATLAS." It Will Pay for Itself in a Few Hours' Use



Milwaukee Bag Co

WRITE FOR PRICES MILWAUKEE WIS-

LARGE MAP OF THE NORTH-WESTERN LINE CHICAGO TERMINALS.

A descriptive pamphlet with large scale map of its extensive and complete terminal facilities at Chicago has been prepared by the Chicago & North-Western R'y. This will be of interest to industrial concerns located on these terminal lines, and more especially to those seeking new sites with adequate railway conveniences. Send for free copy to Industrial Department, C. & N. W. R'y., Chicago, Ill.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

ELEVATOR AND MILL SUPPLIES

Power and Transmission Machinery may be secured on short notice to meet emergencies. We have a good assortment on hand. Our service is quick. Let us "SHOW YOU."

Globe Machinery & Supply Co.

Des Moines, Iowa.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

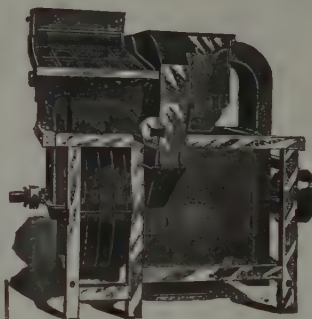
Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10"x16" inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS JOURNAL, 255 La Salle St., CHICAGO, ILL.

INVINCIBLE OAT CLIPPER



This is the way it earns money for you.

1. Less power used.
2. Capacity greatest for power and space used.
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5. Better quality of work done.

It excels all on these points.

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

Invincible Grain Cleaner Co.
Silver Creek, N. Y.

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Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

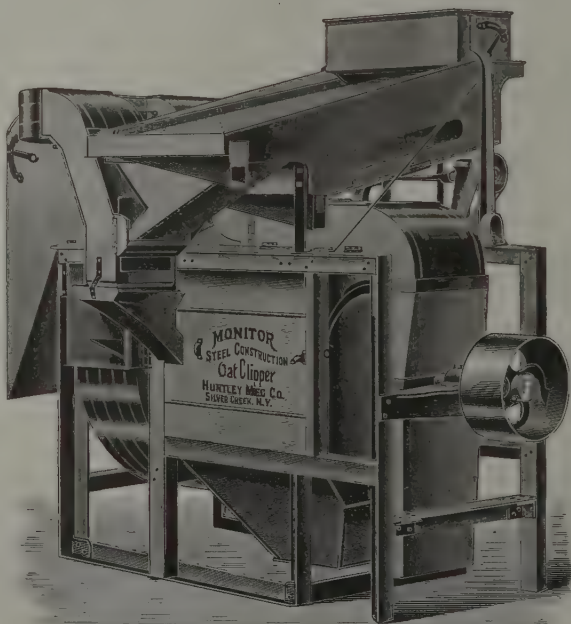
Each page is 8 1/4"x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

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GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

Here is an Oat Clipper which is practically indestructible from fire, wear or other causes



This is the Monitor Steel Construction Oat Clipper. Fire might temporarily destroy its usefulness but wear makes no impression on it.

This machine follows the same lines of construction as our regular Oat Clippers and we shall be pleased to send to all interested parties full and complete details concerning the construction of these machines.

Since we placed these Steel Machines on the market a year ago we have received a large number of orders for them and each machine set up is a running advertisement for others. Write if interested and we will tell you where these machines are in operation and it would pay you to see the machine in operation before considering the purchase of any other make.

Our complete catalogue, showing all the machines we make for elevator and warehouse use, is awaiting your address to go forward.

Huntley Mfg. Company
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Berger Carter Company, San Francisco, Cal.
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GRAIN DEALERS JOURNAL

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furnished on application. The advertising
value of the Grain Dealers Journal as a
medium for reaching the grain dealers and
elevator men of the country is unquestioned.
The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., JULY 25, 1905.

KING CORN has been a merry old soul since the hot wave swept over the country.

BLACK RUST reporters ignore the fact that grain has seldom suffered the same calamity two succeeding years.

THE MILLERS are going after federal inspection in earnest, and if the grain dealers desire to checkmate this move they should get together for action.

THE Louisville grain rate hearing noticed elsewhere in this number will no doubt effect one more needed reform; force the abandonment of one more discrimination.

THE sad plight of the country elevator man who has no shipping scales is to be compared only with the grain dealer who keeps no books. Neither knows exactly what he is doing.

MINNEAPOLIS Chamber of Commerce has petitioned the Federal Government to discontinue its monthly guesses on crops and make but one report a year. That would surely be enuf.

GARLIC is now credited with having captured the wheat fields of Southern Illinois, Virginia, Kentucky, Tennessee and the Carolinas. If that is not enuf to raise a stink in the wheat pit none of the crop experts know a good thing when they smell it.

THE Governor of Illinois is credited with the intention to shake up the grain inspection and registrar departments. Will the grain dealers interested make known their wants?

PENNSYLVANIA'S new law requiring sacked bran and middlings to be tagged showing the percentage of protein and fat the feed contains is likely to inure to the advantage and benefit of the coarse grain trade.

A KANSAS speculator in grain who became daft on the subject is credited with having attempted to promote his interests in the market by burning all the wheat he could find in Reno county—a bull rampant.

INDIANA dealers in the neighborhood of Peru have agreed to favor millers with their wheat and not ship to central markets. The millers need virgin wheat and will generally pay more than central market buyers for it.

WISCONSIN dealers are not delighted with western shippers who sell direct to Wisconsin farmers, thus ignoring the regular established dealer. In fairness to all the feeder shud be referred to his local dealer for supplies.

IF YOU must contract for the farmer's grain in order to insure your getting it, then by all means have your contract in writing, so it will be an easy matter for you to prove the intentions of both parties to the contract should the farmer fail to fulfill his part of it.

CHICAGO bankers who charge exchange on every check drawn on an interior bank are now planning to charge exchange of every out-of-town check. Evidently they are determined to force the use of Chicago drafts, which would make it necessary for outside bankers to keep a deposit in Chicago.

THE cautious elevator man never looks for a gasoline leak with a match or a lantern, altho it takes him much longer to find the leak than the man who persists in using these utensils in finding the trouble. A much stronger light, however, is needed by the friends of the careless one who look for his remains.

THE RAILROADS of the country seem to be laboring under the wild delusion that their paid agents have convinced the Senate Comite and the people there is no need of legislative regulation of transportation. Like the Czar of all the Russias the carriers have ignored the mutterings of the discontents, until the exasperated shippers have firmly resolved to fight vigorously until permanent relief is granted. The longer the day of effecting the needed change is postponed the greater will the demands become.

THE dealer who planned his own elevator insisted upon feeding into the down leg because thereby "I prevent the grain from shooting against the cups and requiring more power than if the grain runs in the same direction as the cups." He may be right, but all of the elevator engineers, who have made a specialty of this line of work are of a contrary opinion.

LOADING cars far beyond their capacity should not now be necessary. No scarcity of rolling stock has been reported and there is no excuse for grain shippers loading cars so heavily as to endanger the safety of their own property as well as that of the carrier. It is very doubtful if the shipper who so offends could escape liability for the damages resulting.

BLACK RUST reports are being received from different sections, but so far the trade hesitates to credit the reporters. The crop is late in some sections of the Northwest, and it is easily possible for the growing grain to be damaged even more than last year. It is to be hoped that the next thing attacked by the black rust will be the fantastical imaginations of the crop experts.

KANSAS wheat buyers have neglected to discriminate against wheat containing a mixture of rye, with the result that farmers are making no effort to get rid of the cheaper grain. In fact buyers willingly pay a premium for the cheaper grain when mixed in. The buyers are surely bringing trouble on their own heads by their slack methods. Docking for rye wud induce farmers to cut it out.

SOME of the grain carriers are greatly rushed in their car repair departments preparatory to moving the new crop, and no doubt many old swaybacks which properly belong in the scrap pile will be repainted and pressed into service another season. It behooves grain shippers to examine carefully every car offered for the reception of their grain, lest they find it necessary later in the season to waste much valuable time in a vain effort to collect for shortages.

THE patience of the operators of country elevators which are so poorly equipped as to insure the frequent mixing of grain is heartily to be admired, for it is possible to obtain relief from this difficulty by providing proper mechanical devices. Some elevators are so well equipped with cleaning machines that their operators are able to prevent loss by mixing by the careful handling of the mixed grain thru their cleaning machines. However, even in such cases it will be cheaper to prevent the mixing of different kinds of grain than to be under the necessity of separating them.

KANSAS grain inspectors will no longer grade scoured or clipped wheat No. 2 if they know it, because the new rules provide that such wheat shall not be graded better than No. 3. The Missouri rules have not been changed. It seems Kansas millers prefer to do their own scouring, so they appealed to the state grain inspection commission, with the result that the rules were changed as reported elsewhere in this number.

THE new crop has begun to move in earnest, and as usual lives are being sacrificed in deep bins. So many lives have been lost in grain during recent months that it would seem advisable for those who desire to avoid contributing to an increase in these losses, to keep people out of bins by the use of wire netting, or else suspend a strong rope in each bin, so that venturesome men and boys who recklessly risk their lives will have some chance of escape.

UNIFORM shipping terms would prove a widespread benefit to the members of the trade who frequently overlook the variation of the rules of the different markets and oftentimes unwittingly sacrifice a profit. It would be to the advantage of all to have uniform terms, and it would seem greatly to the interest of the different grain exchanges to appoint delegates to a meeting for the purpose of adopting uniform terms, uniform forms and uniform methods.

INSURING the contents of an elevator to an amount in excess of the value of the possible contents of the house is quite sure to make the insurance adjuster somewhat suspicious of the cause of the fire. Such was the case in the Farmers' Independent Elevator at Denbigh, N. D., and the insurance company which refused to pay the loss on the ground of fraud has now been sustained in its position by the supreme court of the state. Over-insurance invariably produces a dangerous condition.

ELEVATOR SITES NOT ATTAINABLE FOR PRIVATE USE.

The Railroad Commission of South Dakota recently delivered a death dealing blow to the penalty clause adopted by some of the co-operative eltr. companies of that state. It seems that the Charles Mix County Farmers Eltr. Co. was designed primarily to handle the grain of proposed members and assess a penalty on those who saw fit to market their grain thru any but the company's prospective eltr.

The state commission held that these provisions had the effect of making the company a private one, and that the site sought was not for a public warehouse provided by the law, consequently the railroad commission deferred action until

the stockholders of the company should change their by-laws so as to bring their company within the requirements of the law. Many of the co-operative companies have long since recognized the unfairness of this clause and some have dropped it, as all should do.

THE NATIONAL BUCKET SHOP.

Kansas City has been cursed by having established within its pale a grain quotation factory to go thru the motion of making prices for the bucket-shop keepers of the country to post, that suckers may bet on them. The real purpose of the bucket-shop keepers is to separate bucolics from their cash without endangering their own claims to liberty. The audacity of the promoters of this latest quotation factory is almost staggering to one familiar with the essentials of a grain market. They have actually had the nerve to belittle the intelligence of the grain dealers and millers of the southwest by soliciting their memberships and the names of suckers likely to bite on dead bait. Every honest, self-respecting dealer will resent the insult at every opportunity.

The only excuse given for the establishment of the Kansas City bucket-shop is that "existing grain exchanges are so arrogant and restrictive in their business methods." The trouble is that the exchange rules require fair dealing and the exchanges do not look with favor upon the application of one known to be otherwise. Few bucket-shop keepers could retain a grain exchange membership should they accidentally secure one.

This latest gang of sharpers propose "to supply the need of an Exchange built up along broad and conservative lines, so the grain dealer and miller, tho possessed of moderate means, might become a member thereof." What a broad halo must gather about their wicked heads when they face their own mirrors. How very kind of them to be so extremely solicitous regarding the business welfare of the dealers and millers of the Southwest. Every dealer and miller will feel so deeply his debt of gratitude, he will not rest until he has vigorously denounced the National Board of Trade and all its infamous schemes to induce him to lend it a cloak of respectability.

The country shipper has no need of membership in any grain exchange and much less in a bucket-shop. Whenever he visits a market, his commission man will be only too glad to get him a ticket of admission to the floor. If any grain dealer or miller of the Southwest is such an easy mark as to pay \$10 for membership in a bucket-shop, we feel confident he can not read. No man who has that much property wud dare to assume the responsibilities incident to membership in such an institution.

THE CROP BUREAU SCANDAL.

The Statistical Bureau of the Agricultural Department has at last brought forth the long expected scandal. E. S. Holmes has been discharged, the Chief Statistician, John Hyde, has resigned, and the Grand Jury is conducting a rigid inquiry as to the character, life and habits of the leaks found in the bureau of statistics recently.

Some maintain, and with considerable show of reason, that the government goes beyond its proper province when it attempts to make monthly guesses on the condition of the growing grain. They claim that when the government statistical bureau reports the acreage and the actual crop grown it has performed its full duty. To do more is to infringe upon the field of private enterprise.

The head of the Agricultural Department has so persistently and perversely denied the possibility of leaks being cultivated under his nose that it is more than gratifying to members of the trade, who have long insisted that the charges of circulation of advance reports justified an extensive and careful investigation. The matter is now being sifted to the bottom, and no doubt greater care than ever will be exercised to prevent the circulation of advance information as to the probable character of the government's guesses.

CANVASSING FARMS.

Resolution adopted by the Wisconsin Grain Dealers at their recent annual meeting shows very clearly that they have a strong prejudice against being forced to drive about the country in order to obtain an opportunity to bid on the farmer's grain. Such action has been repeatedly denounced by associations in territory where such practice found supporters, and in fact some have even sought to discourage sending buyers into the street to compete with one another for the farmers' grain.

The dealer who canvasses the farms, no doubt, is placed by all his competitors and many of the farmers on the same level with the traveling junk peddler. There are many farmers who refuse to do business with a canvasser, at least until he has had an opportunity to secure the prices of regular merchants.

A visit from a town dealer who solicits the purchase of their grain in most cases serves only to arouse their suspicion of a coming rise in the market. The dealer who provides a commodious office for the reception of would-be customers, and puts out his sign, marking his whereabouts, as well as posting his prices each day on a blackboard, must be credited with conducting his business on much more dignified lines, and we doubt not that in the end he will corral the most

desirable trade, and always have his full share.

Advertising in country weeklies is so very inexpensive and such an excellent investment that many dealers advertise their desire to buy grain the year round. They get the friendly support of the local newspaper, as well as some business, through the ad.

If canvassing is to be indulged extensively, the margin of profit must be increased in order that the business shall bear this extra expense, and eventually the cost of this extra work in buying the farmers' grain would come out of the farmers themselves, and that, too, without bringing any desirable advantage to the farmer. Canvassing smacks much of the peddlers' tactics, and it is to be hoped country buyers will not permit the practice to become common.

MORE FORGED Bs-L.

Harroun, Ricketts, Hynson and Storer have a very poor imitator in the person of W. F. Burke, who was arrested in Wichita, Kan., recently, as is recited in our "Letters from Dealers" column, for forging Bs-L.

Early last month Mr. Burke, styling himself "Pace & Co.," wrote to a number of Kansas City commission men. The name seems to have aroused the suspicion of the firms who were getting this easy business, and when the Bs-L, with drafts attached, were presented, they commenced to make inquiries. After consulting an equipment guide they learned that the grain must have been shipped in coal and stock cars. Evidently Mr. Pace was very careless, but still in doubt as to the true character of the firm and its shipments, telegrams were sent to Wichita, which resulted in the arrest of Mr. Burke, and the gentleman is now in durance vile.

It is gratifying to learn that the commission men are not all such easy marks as they look. The railroads were caught in one or two instances by Mr. Storer, who forged Bs-L at Columbus, O., Mr. Ricketts played the commission men of Louisville and Cincinnati, and Mr. Harroun went after the larger game. He played the banks, and thru their consent is now working for them.

Judging from recent reports others are trying to work the same game. It is to be hoped that they will prey upon the railroads, who have it within their power to throw sufficient precaution around the "Order Bs-L" to make it next to impossible to conduct forgeries on an extensive scale.

In the rush of moving the new crop, receivers will no doubt exercise greater caution than ever and take care that shipments are in the hands of the railroad companies before honoring drafts. So many forged Bs-L have come to light

during recent months that it is but natural receivers should be somewhat timid.

The capture of Burke should be credited to the caution of Kansas City receivers. The entire trade, both shippers and receivers, should be glad that the trade has escaped another fraud, and a check placed on the rapid increase in this swindle.

Concrete Elevator at Hodgenville, Ky.

The demand for fire-proof storage in small country grain storehouses is on the increase and the engineer, who designs a small fire-proof grain eltr. which shall meet the needs of the country buyer and still not exceed his ability to buy, will be flooded with inquiries and no doubt have more work than he can take care of.

This week's mail brings us, among other inquiries for small fire-proof plants, one from Lexington, O., and another from Denver. The grain firm which finds its business abruptly suspended by a disastrous fire is always in the mood to consider seriously the erection of a fire-proof

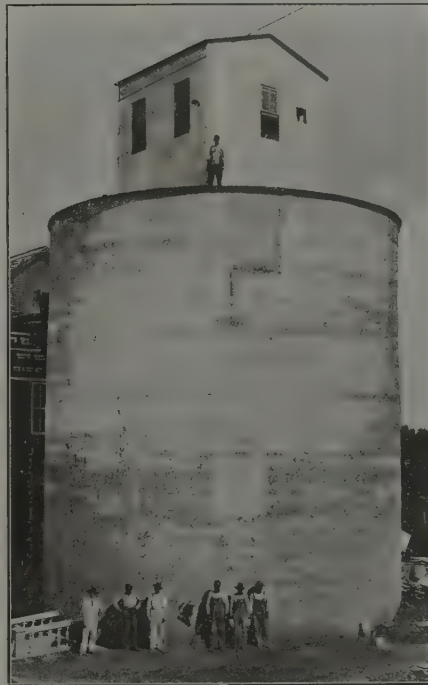
plant, and a number of inquiries have come from such during recent months.

Illustrated herewith is the new 4-bin concrete grain elevator recently completed at Hodgenville, Ky., for the Hodgenville Eltr. Co., by the Southern Roofing and Paving Co.

The structure is 58½ ft. high and each of the 4 bins is 40 ft. deep, giving a total capacity of 31,000 bus. The outside walls are 8 in. thick at the bottom and taper to the top. The division partitions of the inside bins are also of concrete, the Ransome system of reinforced concrete being used throughout. The walls of the conveyor house, which surmounts the bins, are also of concrete and 4 in. thick. Underneath the bins is a conveyor tunnel 4 x 5 ft., leading out to the company's plant adjoining.

At the left of the engraving is shown a railing beside the steps leading down to the chamber underneath the bins.

Everything about the plant, even to the roof, is of concrete. This is the first storage bin we have known of being constructed with concrete division walls. The result of loading 2 opposite bins with the alternate bins empty will be watched with much interest.



Concrete Grain Elevator at Hodgenville, Ky.



Ground Plan of Concrete Grain Elevator at Hodgenville, Ky.

The Kansas City Swede is No Fish.

By Knute. (Wm. Murphy.)

Der baen place in Kansas Seeta, called
 "National Board of Trade."
 Vare hole lota bucket shop mans ar-
 range for have some markets made.
 Dey got no corn, veet, oats or ana tang,
 of ana kind or grade;
 So dey can fix suckers gued and plenty,
 ven hae getting margins paid.

Ay gat letter from Yim Donohue; hae
 say come down and yoin da svim.
 For ten dollar Ay can ba member, but
 Ay note tank Ay vill go in.
 In news paper and letter, it say, send
 mona in to Yim.
 Ay tank dey pay Yim purty gued, ven
 hae rope some fresh fish in.

Hole lota fallars skal come and yoin.
 ven ten dollar baen da limit;
 But ven dey try to trade in pit, Yim
 note vill let dem in it.
 Bicket shop boss, hae baen finding out,
 der baen lamb born ayra minit;
 So yooost so soon hae catch von sheep,
 hae work lack hal to skin it.

Letters From Dealers

FORGER ARRESTED.

Grain Dealers Journal: The firm that tried to work off the forged bills of lading was known as Pace & Co., of Wichita, Kan. Shipments were made from towns in Oklahoma, and no care was used to get box car numbers or the names of the agents at the stations, so it was a matter of only a few days until the arrest of a man named Burke at Wichita. We conclude the deal is over, as our letters to the firm have been returned unopened. We and others here did not pay any of the drafts.—Beach-Keever Grain Co., Kansas City, Mo.

AN ATTEMPTED SWINDLE.

Grain Dealers Journal: We beg to acquaint you with the following facts regarding an attempted forged B-L swindle which was tried on us recently.

Early in June we received a letter signed "Pace & Co.," advising us that they had purchased a line of country stations, and asking us if we had adequate facilities to handle their entire line of business to this market. We wrote them advising that we would be glad to handle their account. They referred us to all the banks in Wichita for references. Requests for information being made to these banks, reply was received that Pace & Co. were unknown.

About July 7th we received another letter from them, stating that they had made draft on us with B-L attached for two cars. When this draft arrived a little later in the day, it was for \$1,250, which was a very reasonable amount considering the state of the market on that date. Inasmuch as we were not acquainted with these people, we immediately began to investigate to see if we could find some one who was acquainted with them, before paying their draft. We also consulted an equipment guide to look up the cars to learn how large they were. Upon investigation we found one car to be a flat car and the other a stock car. We immediately wired our Wichita connections to investigate and see if they could find the gentleman who purported to be Pace & Co. Without very much trouble

he was located in the person of W. F. Burke. He is now in custody at Wichita, Kan., where he is held on several counts and will have his first trial Monday.

This is a statement of the facts just as they occurred, and we trust they will be interesting to your readers. Yours truly, Benton Grain Co., Kansas City, Mo.

TAKING "BETTER" GRADE ON BIDS FOR No. 3 IS UNFAIR.

Grain Dealers Journal: A contract to be fair must bear with equal force and give equal privilege and benefit to both parties thereto. The "No. 3 or better" contract entails a discount to the shipper on all shipments grading below No. 3 and gives him no premium on cars grading above that, even though the market difference may be large. Bids for grain or contracts for its sale as "No. 3 or better" seem to me not only unfair and unbusinesslike, but even vicious. How would the buyer in a central market contemplate a proposition from one of his shippers to sell a grade of "No. 3 or lower?" What is the difference in fairness?

Whatever has a tendency to lower standards, either of morals, business practices or the productions of the earth, is in a sense vicious. Let us illustrate:

A is a careless dealer with poor facilities for handling his grain (he may even be a scoop shoveler), accepts about whatever farmers bring to him, dumps it into a car and ships it to B on a sale of No. 3 or better. It is practically all accepted on the sale without discount, tho an occasional car may grade No. 4, and is discounted $\frac{1}{8}$ ¢, as with oats the past year.

A's neighbor, C, is an up-to-date man with first-class equipment and such pride that he wants all his shipments put in best condition. He has the same sort of sale (for certain markets bid only on "No. 3 or better" oats and corn on their postals or in their usual telegrams), his oats grade No. 2. He gets same price as A. Result? If competition is close he must resort to the methods of A or go out of business.

A continuance of A's method at any country shipping point for a succession of years will deteriorate all kinds of grain in that section very greatly. The good farmer has no inducement to try to improve the quality, because his neighbor gets same price from A for poor grain, and the shipper, C, has no inducement to use his machinery, for A gets an equal price for his goods.

The writer knows of several instances where this has occurred, and few buyers for interior points care to trade with the dealers at such places. It is suggested that C may by special request get bids and make contracts for his No. 2 oats. This is no doubt true, but if any one is to be at this disadvantage ought it not to be the fellow with the undesirable goods and methods?

So much for the shipper. How about the buyer? I can conceive of no situation in which he would be unjustly treated by a contract for a specific grade of No. 3 (the usual grade of the bulk of the crop of oats or corn as it arrives on the market) with a provision to accept No. 2 or No. 4 at current difference on arrival, tho I agree the mixer, for whom this method was probably inaugurated, may not secure quite as much advantage of the shipper of good grain.

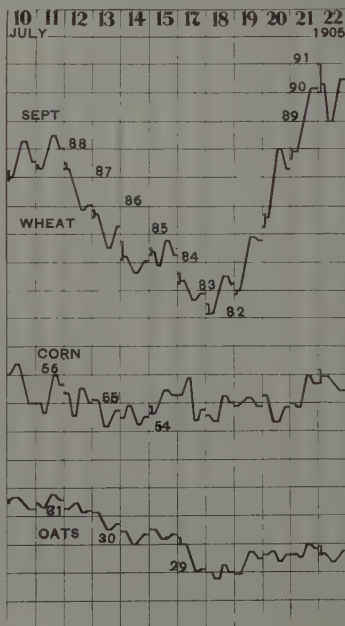
A buyer wants 100,000 lbs. 3 white oats to make a given weight of clips. Line No. 3 will make them. His country purchases grade 50,000 No. 3; 30,000 No. 2, 20,000 No. 4, and Rejected. He may dump all together and make his grade, pocketing the discount charged on the No. 4 and Rejected, bringing up these latter with the 30,000 No. 2, which he got from good shippers at same price he paid careless shippers for the 50,000 No. 3.

No man should be paid No. 2 price for No. 3 grade when there is a market difference, and the converse is surely true. No seller should deliver No. 2 grade on No. 3 sale unless he is paid the market difference. Or take the same lot, and a fair premium on the 30,000 No. 2 would be little if any more than the discount on the No. 4 and Rejected, and the buyer can still dump all together and treat his shippers fairly, giving the careful shipper his just due; or, in the general market, the higher grade is easily exchanged for a sufficient amount of the lower to make the whole what is desired, and in such case the differences take care of themselves, and can do no injustice to the fair buyer, or the man who wants a specific grade out of which to make a particular kind of goods to suit his trade—E. W. Seeds, Columbus, O.

Final estimates on crops hereafter will be prepared under the eye of Asst. Secy. of Agri. Willet M. Hays, assisted by Victor Olmstead, associate statistician; G. D. Fessenden, asst. statistician; Geo. K. Holmes, chief foreign markets division; and W. W. Long, recently an asst. statistician.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for 2 weeks prior to July 24 are given on the chart herewith.



Crop Reports

CANADA. Qu'Appelle, Assa.: Estimated crop of wheat sown in this district, 150,000 acres; oats, 40,000 acres; barley, 12,000 acres. All crops are looking well; just heading out. Wheat from present appearances is good for average yield of 30 bus. Oats 60 or 60 bus. and barley 40 bus.—Vicars & Morgan.—Russell, Man.: Acreage is above average; prospects were never better. Wheat is fully out in head; probably 10 days ahead of last season. Rather too much rain, as we see it, but are looking for more than average crop. Expect 25 bus. per acre.—Plowman & Atkinson.—Shoal Lake, Man.: About 15,000 acres under crop in this district; yield estimated at 750,000. Crops about a week later than last year but grain is better, being put in thoroughly and ground was in perfect shape. Prospects first class. If we do not get hail, this year will be a record one. Warm weather is needed to head grain and give strength.—Randall & Greenshaw.—Rapid City, Man.: Wheat increase about 10 per cent; oat increase about 5 per cent. Everything in splendid condition; never saw better, in 23 years.—John Warren.

IDAHO. Lewiston: Crops in vicinity are good, both in quality and quantity. Some rust on higher lands. Received first of new crop July 12, Turkey red and white winter wheat and chevalier barley; quality fine.—Theron S. Ward, Mgr. J. Alexander Co.—Rigby: The unusual large amount of rain during Apr. and May, has resulted in very best of crops for season of the year. Unless something happens this valley will produce largest crop in its history. Larger area sown to wheat than in former years.—Rigby Hardware, Lumber & Mfg. Co.

ILLINOIS. New Windsor: Corn and oats are looking fine.—J. C. Spivey.—Deer Creek: Crops are excellent here, also at Industry. Wheat making 40 bus. per acre; fine quality.—J. A. Ellis, Ellis & Wagner.—Ludlow: Oats about all in shock, in good condition, with exception of earliest fields cut. Fair yield expected. Corn looking fine; making rapid growth.—Stone & Taylor.—Hummick: Crops look fine. Oats about half cut. Corn in good shape; hay good. Farmers in a prosperous condition.—Joe C. Kendall.—Mendota: Increased acreage corn and oats, because of less hay land. High prices for coarse grains in past few years induced farmers to plow up grass land. Complaints were heard 3 weeks ago of corn being backward and oats being short. Now corn prospect is normal; hear no complaint whatever. Have ideal weather since oats began to head; good judges say they never saw such wonderful improvement in oats as in past few weeks.—Wm. Thayer, mgr. W. A. Fraser Co.—Kerrick: Oat cutting about done; threshing begun; oats in fine shape, bright and heavy; test 33 pounds per bu.; average 40 to 50 bus. per acre. Shipped car of new oats July 21. Corn looking and doing well.—A. W. Henry, mgr. Hasenwinkle Eltr.—Mt. Auburn: Threshing is on; yield about 25 bus. per acre. Corn looks like a large yield. Old corn all gone. Wheat was an excellent quality, compared with former years; average yield 25 to 30 bus.—Chas. C. Rasar, agt. E. R. Ulrich & Sons.

INDIANA. Fort Branch: New wheat moving very slow; farmers storing. Grain only fair grade; yield about half of last year's crop. New oats expected to market in few weeks. Growing corn looks a bumper crop. Hay going to be poor grade, owing to too much wet weather.—Fort Branch Eltr. Co.—Indianapolis: Indianapolis millers say that what promised to be a wheat crop of exceedingly fine quality thruout the state has been reduced to one of average yield by rains, which have been almost constant in some parts of the state since the first of month.—C. P. Connersville: Wheat acreage not over 75 per cent of last year. Wheat that has been threshed is very uneven in weight; tests from 51 to 60 pounds. Look for light turn out.—John F. Carlos.—Curtisville:

Average acreage about 50 per cent; wheat yield 25 bus. per acre; oats 45 bus. per acre and corn about 40 bus., taking average for this vicinity.—A. T. Snook, mgr. Geo. C. Wood.—Decatur: Wheat acreage will not be very large; turning out about 20 bus. to acre. Oat cutting just commenced; oats badly down and do not think yield will be large as last year. Hay crop will be larger; we have ever raised.—Niblick Grain Co.—Dupont: Wheat acreage larger than last year; quality fine; some damaged in shock by wet weather. Threshing well under way. Oats fine crop. Corn looks fine; larger acreage than last year.—G. W. Graston.

INDIAN TERRITORY. Dawson: Crop prospect good. Wheat all cut; owing to continued wet weather is mostly in shock yet; very little threshed; yield light. Oats are the best in good many years; weather is favorable now for taking care of them in good shape. Corn shows better prospect than it has for 3 or 4 years; late, however, owing to heavy rains in early part of season. General prospect good.—J. W. Corwin.

IOWA. Osage: Corn and oats 20 per cent better than last year at same date. Hay 40 per cent. Everything indicates a large crop, if weather is favorable from now on.—C. N. Boles, agt. Western Eltr. Co.—Raymond: Weather very hot; oats and corn give promise of good crop. Tame hay light. Farmers all busy in hay fields and no grain coming to market, but very little old corn or oats in farmers' hands.—O'Connor Bros.—Crockers: Corn crop about 10 days to 2 weeks ahead of last year. About 3 per cent drowned out on low ground. Farmers well pleased with outlook. Oats light crop; very short in straw; if saved in proper shape will grade well. Some rust but not enough serious damage; rains make low ground very soft for cutting. Since commencing harvest farmers have reduced their estimate of yield 40 per cent. Very little wheat or barley raised; poor quality.—J. J. Skeetoe.

KANSAS. Leona: Wheat acreage about 30 per cent of farm land tributary to Leona, with average yield 20 bus.; hard wheat is best quality and tests 62 pounds. Soft wheat yield per acre about the same as hard and tests from 59 to 61 pounds. Average yield of 25 bus. Corn promise average yield of 50 bus. Farmers are experimenting with speltz and had good yield, 35 to 40 bus. per acre, but no market for it. Hay crop good, yielding 2½ tons per acre. About 20 per cent of wheat will go on market at once; shock threshing nearly over.—F. C. P., agt. Gregg Bros. Grain Co.—Leoti: Small grain crop very good. Wheat will yield from 12 to 25 bus. per acre. Barley will make from 20 to 35 bus. per acre. Most all wheat and barley will be fine quality.—R. M. Tribble.—Topeka: This year's crop of wheat contains an unusual percentage of gluten, reports F. D. Coburn, secy. Kansas State Board of Agri. It will average a barrel of flour of superior strength on from 8 to 10 pounds less of wheat.

LOUISIANA. New Orleans: The outlook for production thruout rice belt continues very gloomy, the estimate being only 3 to 5 at the very best, compared with last year. From the Crowley and Lake Charles districts reports are even worse, while from Beaumont, Tex., the news is little if any better. The Louisiana river coast rice crop fares even worse, as it has not only more than it wants of natural water but a superabundance of rains.—J. E.

MARYLAND. Baltimore: Continued scattered showers have interfered with wheat threshing and cause some damage where grain was still in shock. Conditions have been ideal for corn, which is making remarkable progress; much larger crop indicated than last year. Late cutting of hay has suffered by rain and considerable low grade hay will come from nearby sections this season.—B. M.

MICHIGAN. Pompeli: Wheat good yield but some sprouted; 15 to 25 bus. Beans improving. Oats about two-thirds of a crop. Hay large crop but poor; quality mostly mixed and over ripe. Has been very wet.—Jas. Anstey.—Mt. Morris: J. H. Lewis says that the bean crop will be larger than a year ago; oats are an immense crop and wheat is

the largest he has known in the history of the country.—H. D.

MINNESOTA. Minneapolis: The northwest has been favored with period of high temperature, with occasional local showers. Plant development has been rapid. During past week samples of wheat have been received from number of points in Minnesota and the Dakotas which show infection of black rust under microscopic test. Several of these samples were drawn from low, wet places, which are understood to be favorable to this rust. It is opinion of experts that with continued dry, favorable weather no serious development will result from present conditions. Reports from So. Dakota show great deal of smut in wheat. In localities where light weight seed wheat headed out unevenly with short heads. Oat and barley reports continue very favorable.—Van Dusen-Harrington Co.—Ruthton: Consider oats and flax very good, No. 1. Wheat, while not so promising, is good. Corn somewhat backward, but good stand; making double time these warm days; look for good crop. All grains about 10 days late. This section especially favored, when other sections were swimming had about 3 weeks or more of dry weather.—Wm. H. Schmitt, Ruthton Roller Mills.—Luverne: Hay crop will be large. Oats and barley look fine; promise large crop. Wheat not so promising; will be a fair crop. Corn looks well but about 10 days late.—X. X.—Pine City: Condition of wheat and oats could not be better. Corn under way. Acreage about same as last year.—R. R. Allen, mgr. Pine City M. & E. Co.

MISSISSIPPI. like Arkansas, will produce very little corn this season; much of it has been drowned out and weeds have taken the rest. Hence the demand will be much better than last year.

MISSOURI. Forest City: Wheat acreage very light; quality excellent. Oats acreage average; promising good quality. Corn acreage normal; very promising.—Forest City M. & E. Co.

NEBRASKA. Riverdale: All crops look fine. Wheat will make from 10 to 35 bus. per acre. Only heard of 2 pieces of wheat being threshed; one made 34 bus., tested 65 pounds. Other 32 bus. per acre; tested 62 pounds. Has been very hot; need rain; late oats; top of ground getting dry.—C. S. Hill, agt. Omaha Eltr. Co.—Ravenna: Acreage about same as last year; yield all guesswork as no threshing is done. Farmers are figuring on 25 bus. fall wheat. Very little spring wheat. Oats are good; small acreage. Corn late 4 weeks; doing nicely.—Jas. Raymond, agt. Central Granaries Co.—Pool Sliding: Large acreage fall wheat; yield will not be normal but of best quality in years. Corn very backward on account of damp, cold weather; will be all right with plenty of warm weather in Aug. and late frosts. Small acreage oats and rye.—W. S. Eldridge, mgr. W. S. Eldridge & Sons.—Pleasant: Grain filling better than usual in central Nebraska. Wheat bids fair to be of excellent quality.—Farmers Grain Co.—Rockville: Wheat nearly all in shock; quality fine; yield 26 to 35 bus. per acre; do not think spring wheat will go more than from 8 to 10 bus. Oats will not yield very heavy; but think quality will be good as no rust in it; will take a week more before late oats will be ready to cut. Not much rye; what there is very poor. Corn about 2 weeks behind; has improved wonderfully in last week; needs rain, as heavy rains we had formed crust and nothing can be done to it before it softens. Threshing will begin in a few days.—S. Olsen, agt. Omaha Eltr. Co.

NEW YORK. Buffalo: State wheat crop about harvested; as far as can be learned is finest in record. Growth is large and acreage corresponds.—J. C.

NORTH DAKOTA. Minot: Acreage all kinds grain is 25 per cent increase, which is sown to wheat and flax; flax fully 25 per cent more than last year. The northwest corner of state, especially Ward, Rollett, McHenry, Bottineau, Pierce, Wells and McLean counties, will have a bumper crop. I have seen all this part of country myself and there is not a particle of rust anywhere, of any kind.—A. A. Robinson.

OHIO. New Carlisle: Wheat being threshed; rather tough yet; yield varies, also quality; testing 50 to 61. Blight hurt late sown, also weevil, and rust did some damage. Oats badly lodged,

otherwise crop good. Corn looking fine. Some oats will be threshed by Aug. 1.—J. F. Plice.—Marion: New wheat beginning to move; fine quality. If we have little dry weather will be in fine shape for milling.—C. B. Jenkins.—Antwerp: Recent rains and winds have damaged oats considerably; heavier fields are down badly and production will be shortened very materially. Corn acreage very short, on account of bad weather at seeding time; what we have is growing nicely. Wheat crop badly damaged; will be of inferior quality.—J. L. Doering, supt. Peoples Eltr. Co.—Coldwater: Have been having favorable weather for wheat threshing; yield varies very much, from 12 to 27 bus. per acre; high lands bring most satisfactory results. Farmers not selling very freely because of low price. Oats all cut; promise fair crop.—Fox & Hess.

OKLAHOMA. Oklahoma City: About $\frac{1}{2}$ crop is corn; $\frac{1}{4}$ oats; rest cotton. Wheat will yield from 4 to 15 bus.; grading on an average of about 54 pounds. Oats will yield from 50 to 60 bus. Cotton looks fine.—Vilott Grain Co.—Okeene: Wheat turning out only fair; about 10 bus. per acre; of good grade and makes good milling wheat. Oats fair; farmers are holding for better price. Outlook for corn never better.—Edw. Broom, mgr. Okeene Roller Mills Co.

SOUTH DAKOTA. Summit: Blue stem wheat good stand; 3 weeks late; damaged by wet. Macaroni good stand; 3 weeks late; good condition. Barley good stand; 3 weeks late; good condition. Oats good stand; 3 weeks late; good condition. Flax above average, general prospect fair with warm dry weather; continued wet will ruin crop.—A. M. Houck.—White: Wheat will be average crop of good quality unless some accident befalls it. Barley and oats fully up to average, if not little ahead. Barley harvest begun.—White Roller Mills.

TEXAS. Ft. Worth: Threshing has been delayed past 2 days by rain. Oats badly damaged; also considerable part of wheat. A car of No. 2 virgin Texas wheat is almost a curiosity.—E. R. & D. C. Kolp, Jr.—Dallas: No chance to thresh because of so much rain during June and July; as a result great quantities of grain will be and are absolutely ruined; in some instances wheat has begun to sprout and will be fit only for hogs. As a consequence a vast amount of grain will be imported, as millers have no stock on hand and are behind on orders. Oats are somewhat better. Corn is excellent with small chance of material damage and will make an exceptionally heavy yield, and the acreage will be somewhat larger than anticipated. Reports from rice belt indicate fairly good crop, but reduction in acreage large, in some instances over 35 per cent from last season.—J. S. W.

WASHINGTON. Spokane: Wheat in eastern Washington estimated at 30,000,000 bus. Franklin county will produce about 1,500,000 bus.; Walla Walla, 5-250,000 bus.; Adams, between 6,000,000 and 7,000,000 bus.; Garfield, 2,500,000 bus.; Columbia, 2,500,000 bus. In Whitman and Stevens counties yield is expected to be from 5 to 25 per cent heavier than last year.—M. E.

WISCONSIN. Adell: Acreage about same as last year, with prospects for $\frac{1}{2}$ crop due to too much rain. Barley will be uneven and not over $\frac{1}{2}$ crop. Some farmers plowing it in on low land and will plant buckwheat. Weather dark and continual rain.—A. W. Finnegan.—Madison: Winter grains now being cut; prospective yield good, says Wisconsin State Board of Agri. in report of July 15. Corn has flourished remarkably, notwithstanding unfavorable outlook last month or absence of corn weather; now almost normal. Early planted fields already tasseling; outlook better than for same time in any of past 3 years. Potato crop promising; much seed rotted and replanted fields late and uneven; percentage given about 80.

The National Irrigation Congress will assemble at Portland, Ore., Aug. 21 to 24.

A bin may have a "hopper" at the bottom of it, but it's no frog pond for all that.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to July 25 have been 11,396,000 bus., compared with 6,799,000 bus. for the corresponding period of last year.

Corn receipts for the present crop year prior to July 25 have been 11,233,000 bus., against 6,402,000 bus. for the corresponding period of the preceding season.

Barley Investigation.

The U. S. Dept. of Agri. and the Wahl-Henius Institute have made considerable progress with their investigation of the brewing barleys of America.

So far 129 samples of the typical brewing barleys have been received, 43 of which were accompanied by the corresponding malts. The barleys, malts and beers are being tested in the Wahl-Henius Institute, and the analyses of 41 have been completed. Most of the samples are from Minnesota, Montana, California, Iowa, South Dakota, Idaho, Colorado and Michigan.

Irrigation is expected to reclaim 100,000,000 acres of arid land in the western states.

Screenings

A. W. McDonell has been appointed pres. of the London Corn Trade Assn. for the ensuing year.

Mexico's reduction of 70 per cent in the duty on wheat will continue in effect until the last of August.

Kellogg, of the E. S. Dean get-rich-quick company, recently was sentenced to 7 years in prison. Wonder how it happened?

Alcohol, which is far superior to gasoline as a fuel for explosive engines, can be produced from corn at an expense of 15 to 20 cents a gallon. Users of gasoline engines would not be forced to enrich the Standard Oil Trust if the tax on alcohol were abolished. Dr. H. W. Wiley, chief of the bureau of chemistry of the Dept. of Agri., says, "There would not be any loss in revenue by granting the free use of alcohol in the arts."

On the L. G. Nice farm, in Tippecanoe County, Ind., the use of 250 lbs. of muriate of potash to the acre on muck, having a water level at planting of 14 inches and at harvest of 24 inches, gave 42.3 bus. of corn per acre, while the plats on which no potash was used gave 16.2 bus. On potash plats 90.2 per cent of the corn was sound, while on plats to which



New Elevator of the Witherspoon & Barr Co., at Princeton, Ind.

no potash was applied only 69 per cent was sound.—W. J. Jones, Jr., assoc. chemist, Indiana Exp. Station.

The acreage of flaxseed is 6.7 per cent less than a year ago.

Rice has lost 26 per cent in acreage compared with last year.

Comstock, Minn., worked a neat little rust scare, buying, sending alarming reports and then selling out on the bulge.

A committee of stockholders is about to begin a readjustment of the capital stock of the American Malting Co. as proposed last year. The capitalization is to be reduced from \$14,440,000 7 per cent preferred and \$14,500,000 common, to \$8,952,800 preferred and \$6,047,200 common, the dividend on the preferred to be limited to 6 per cent, and only 4 per cent the first two years.

Plan of New 50,000-Bu. Elevator at Princeton, Ind.

The new elevator of the Witherspoon & Barr Co., at Princeton, Ind., which was completed July 15, embodies improved facilities for handling grain not usually found in a country elevator.

An electric Fairbanks 20-h. p. motor drives the machinery, no other power plant being required. The motor is installed on the working floor.

The elevator is 36x36 ft. on the ground and 52 ft. high, and is surmounted by a 26-ft. cupola the base of which is 17x36 ft. The foundations are concrete, the siding is galvanized, corrugated iron and the bin walls are made of hemlock cribbing.

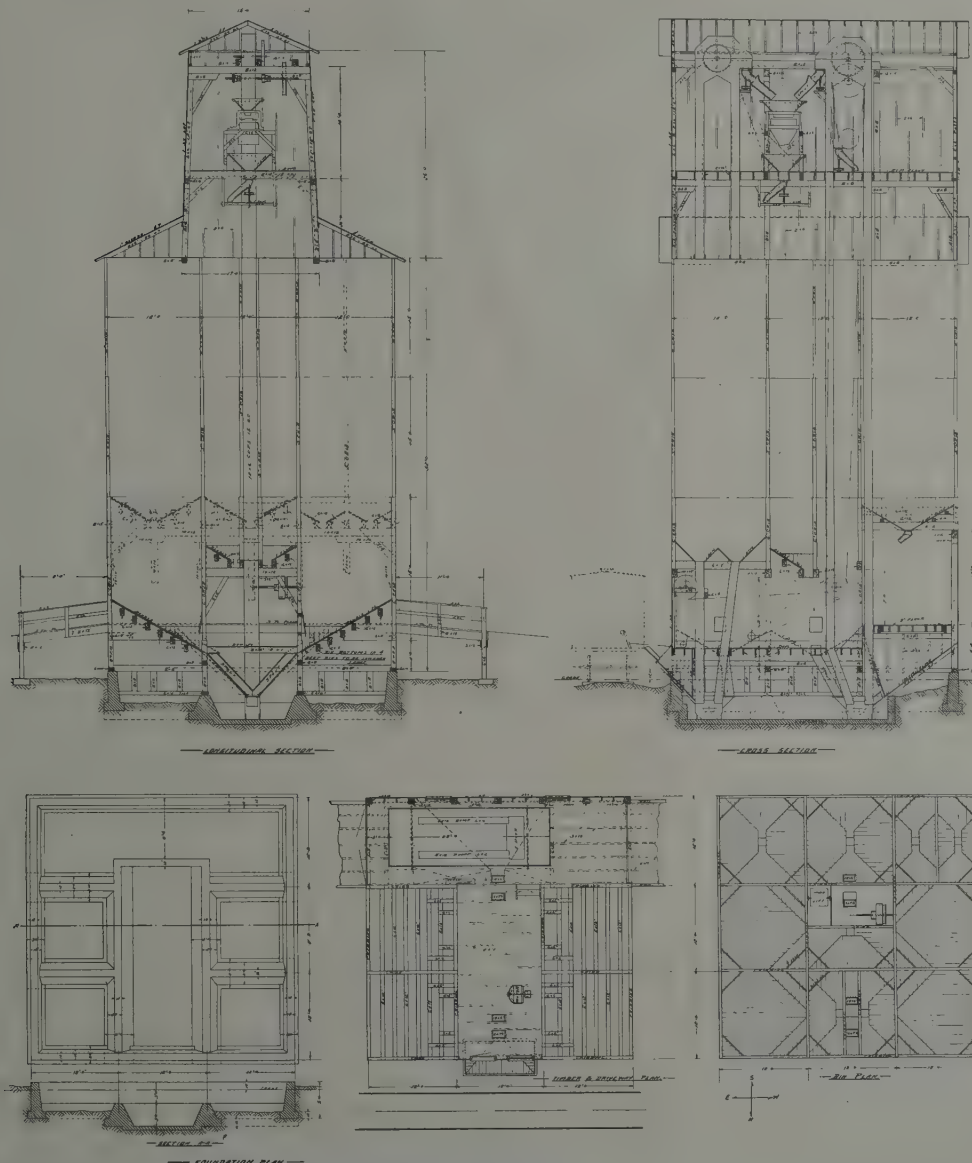
The fotograf reproduced herewith shows the completed building, and the engravings give the plans of bins, driveway,

foundation, and longitudinal and cross sections.

Two stands of elevators having 12x6 cups elevate the grain to a Richardson Automatic Scale in the cupola, from which the grain is run thru an Automatic Lift Distributor into the bins, of which there are 11, having 50,000 bus. capacity. Four of the bins extend down to the ground floor.

Cars are unloaded by shoveling the grain thru one side of the house into the elevator boot with a power shovel. A power car puller sets the cars. On the opposite side of the house is the wagon dump.

The elevator was designed and erected by the Burrell Engineering & Construction Co., which completed the job in 60 days, including a 2-story warehouse, 24x60 ft., for the same company.



Plans of the new 50,000-bu. Elevator for the Witherspoon & Barr Co., at Princeton, Ind.

Annual Meeting of

Wisconsin Grain Dealers Ass'n

The Third Annual Meeting of the Wisconsin Grain Dealers Ass'n was called to order by Pres. York in the St. Charles Hotel, Milwaukee, July 20, at 2:30 p. m.

Mayor Rose, who was to welcome the dealers, was detained at home by illness.

Pres. York read the following address:

President's Address.

In opening this, our Third Annual Meeting, I wish to extend a hearty welcome to all members of our Ass'n, and to all grain dealers and millers, who do not belong. We invite friendly participation in all of our discussions. Representatives of trade journals, terminal dealers, and all others gathered here, who are interested in our organization and its work, are also welcome.

I trust we may make our aims and endeavors so plain, that grain dealers who have not yet affiliated, will see to it that the Sec'y has their applications before our sessions close. I frankly and openly assert that this Ass'n is working directly in the interests of country elevator men, or in other words, Wisconsin shippers.

. At the last Annual Meeting, your Board of Managers, working in hand with the Sec'y, was instructed to draw up and have introduced before the Legislature, a bill, aimed to regulate the assessment of car service, with a view of making the charge reciprocal. Such a bill was prepared and presented by Hon. O. G. Kinney, and it passed the Assembly without trouble. When it reached the Senate, it was immediately referred to the Committee on Railroads. Sec'y Potter and myself appeared before that body and put up the strongest argument we could, asking that a favorable report be made. The railroads were ably represented, and fought the passage of our measure from every angle. The Committee, though outspoken in their opinion that shippers had a just cause for complaint, and that our position was well taken, argued that to make Bill 79A a Law, would hamper the work of the Commission. They further contended the passage of the Rate Bill would assure proper relief and the final result was that our measure was killed. Our work, however was not in vain, and I know of several cases where our efforts have already netted grain shippers a lot of good.

We do not propose to stop here, but will go before the Commission and do our level best to get it to adopt a set of simple and effective rules to insure us better service along the lines proposed in our Bill. So much then for Demurrage Bill 79A.

On March 3rd, I received a letter from former Sec'y Spoerri with his resignation enclosed, requesting it to take effect at once. I, therefore, called a meeting of the Board of Managers on March 9th, and our present Sec'y, Mr. M. H. Potter, was chosen for the position.

Right here I wish to say a few words about our Sec'y and his duties. It depends very much on the individual grain dealer himself just how much good he receives from the Ass'n. It is the Sec'y's duty to assist every member of this Ass'n in matters that may come up regarding local conditions at your station, or any of the stations near you, and any disputes at terminal markets. He can help you in getting your claims settled, arranging meetings at local points and so on. In short, do not be afraid to call on him at all times, and if your requests are reasonable, I believe I am safe in saying you will seldom be disappointed.

One great and lasting good that this Ass'n can accomplish is the promotion of better feeling, harmony, if you please, between local dealers. When you start out in the morning and you see your competitor coming down the street, do not cross over on the other side to avoid speaking to him, but walk up to him like a man, and talk over conditions, straighten matters out, let him make a

dollar or two and try and make a few yourself. It is a well known fact, an open secret, that for the past few years grain in Wisconsin has been bought on very close margins, too close in fact.

For the benefit of some, I will positively state this Ass'n does not assume the responsibility of naming purchasing prices to be paid by a dealer, but we do claim every dealer is entitled to a fair wage. The cards we put out on barley are intended to serve as a guide, based upon Milwaukee values, and you must use your own good judgment, as to what to pay. But above all, confer with your neighbor, and do not try to buck the market, because it costs good hard money and causes friction.

Sec'y. Potter read the minutes of the special meeting of the directors held Mar. 9th.

Sec. Potter read the financial statement to Mar. 9th, the expiration of the former sec'y's term of office.

Prof. R. A. Moore read the following paper on Wisconsin Barley:

Wisconsin Barley.

Barley is classified commonly as two-rowed, four-rowed and six-rowed; the six-rowed barley being grown most extensively in Wisconsin. In general, the barleys grown in Wisconsin are bearded, but some of the beardless and hullless varieties are also grown. These have not as a rule given general satisfaction.

No cereal admits of so wide a distribution and is so generally grown throughout the world as barley. It is not only a good market crop, but one of the very best to use with grass seed in a rotation of crops.

Uses.—From the very earliest times barley was grown throughout the old world as a human and animal food, and is yet used quite extensively, the Arabians using it largely as a food for horses. We use it for feeding and brewing purposes, and only to a very limited extent as a human food. We have not as yet learned its full value as an animal food, and as soon as we do, this important cereal will be grown more extensively. On the Pacific slope barley is fed almost exclusively to horses, while in Wisconsin very little is used for that purpose. It makes one of the very best feeds for hogs and poultry, and all discolored barley should be marketed through farm animals instead of being forced upon the market for brewing purposes.

Barley is one of the most profitable cereal crops to grow. The average farm value per acre of the cereal crops of the entire United States for the ten years ending 1902 are as follows:

Barley	\$9.56
Wheat	8.17
Oats	8.07
Corn	7.45
Rye	7.00

We find that barley gives a net return of \$1.39 per acre over the next most popular crop.

Wisconsin ranks as one of the foremost barley states, growing annually approximately fifteen million bushels, valued at seven and one-half million dollars. North America produces one hundred and seventy-nine million bushels, of which the United States grows over two-thirds. The yield per acre of the United States for 1904 is 27.2 bu., while that of Wisconsin for the same year is thirty bushels per acre. There is no reason why Wisconsin cannot produce forty bushels per acre, if we but pay attention to the proper selection of seed grain, followed by the right care and cultivation.

The Department of Agronomy of the Experiment Station is putting forth its utmost endeavors to bring about this increased yield by breeding higher producing barleys. For seven years the work has been in progress and a high yielding variety of Manshury was disseminated throughout the state the past winter in time for spring sowing.

We have another barley that I regard superior to the improved Manshury, and that is the Oderbrucker or German barley.

This barley was obtained from Germany by Professor Zavitz of the Guelph, Ontario, station, and sufficient was secured by the Wisconsin station in 1899 to sow 1-20 of an acre. This was carefully graded and selected and compared with twenty other varieties. We find at the Station farm that the Oderbrucker barley is one of the most satisfactory varieties grown, holding its own in point of yield with the improved Manshury and showing other qualities, such as stiffness of straw and rust resistance, that are superior to any variety on test.

One of the characteristics of this barley is its very high protein content which as we know is desirable if the barley is used for feeding farm animals, but we are not so sure when it is used for malting purposes. It seems to be the prevailing opinion of malsters that barley having a protein content of about eight or ten per cent is preferable. The Oderbrucker has a protein content of fifteen per cent, nearly double the amount in barley thought to be most desirable for brewing purposes. This fact made me hesitate about introducing the barley in general throughout the state.

Through the courtesy of the Wahl-Henius Institute of Fermentology, a brewing test was made of this high protein barley, and Professor Wahl writes on March 21st, the following:

"Concerning our letter of March 16th.—The experiments and tests with the Oderbrucker barley were well under way and all indications point towards obtaining most favorable results in regard to the quality of the malt and beer produced from this barley. We, therefore, consider it of the greatest importance in the interest of the improvement of American brewing barleys that this Oderbrucker barley be grown in sufficiently large quantities in the locality now under cultivation, so that tests on a larger scale can be made with it."

Approximately six hundred bushels of Oderbrucker barley will be grown on the Station farm this year and will find its way to the actual farmers of the state.

From extensive tests made at the Experiment Station with over twenty varieties of barley, I am thoroughly convinced that the six-rowed bearded barleys are the varieties to emphasize in this state. In point of yield and strength of straw, the six-rowed barleys surpass all other barleys.

The beardless and hullless barleys have been very unsatisfactory on the Station farm and the two-rowed varieties have lodged so badly that it was very difficult to harvest them. The two-rowed varieties surpass the six-rowed in point of bulk and often in weight per measured bushel, but we cannot sacrifice high yield and stiffness of straw for those requisites.

Three-fourths of the barley of Wisconsin is grown within the borders of six counties, and the farmers in these counties regard it as one of their most substantial crops.

We should not only encourage a greater yield per acre of barley but should encourage the growing of a larger acreage as well and in some sections of the state at the exclusion of other crops.

In some of the southern counties of the state oats have been grown so long and extensively that the ground has become contaminated with the rust spores to that extent that good oats and heavy yields are a thing of the past. Beautiful barley grows on this rich, loamy soil, and I feel this is the crop that should become general. I often feel that a sad mistake is being made on the part of the farmers by attempting to grow several varieties of barley in each and every community. I think farmers should secure the very best variety of barley possible and stick to it. The fact that the Manshury barley was introduced and grown so extensively in the barley sections is what has given Wisconsin her reputation as a barley state. The old Manshury barley has deteriorated and to a great extent lost its identity, hence the desire for the introduction of the improved.

At this time when it seems the popular thing for a farmer to replace his six-rowed variety with beardless, hullless

and two-rowed varieties, I advise caution.

It seems very essential that whole communities should grow the same varieties of grain in order to get the best market price.

When a grain shipper can purchase several car loads of a single variety of oats, peas, wheat or barley he can pay a better price than if forced to buy several varieties of a single cereal in a car. This point should not be overlooked as it is the few cents over the cost of production of a bushel of grain in which the farmer is interested. Whole communities living in sections of the state that are especially desirable for growing certain grains and forage plants, could emphasize these certain varieties as specialties and grow them in such quantities that those certain counties or parts of counties will become known far and near for the specialty. This will aid both the farmer and shipper and make it desirable for all concerned.

J. Templeton: I think this paper which has been read to us would be a grand thing to send out to the farmers. There are some things in it that would cause the farmers to open their eyes.

Secy. Potter: I think that is an excellent idea and if there is any way in which this ass'n can work with Prof. Moore we will be very glad indeed to do it. If there is any way the Wisconsin Grain Dealers Ass'n can promote improvement in this direction you can bet your life we are back of it.

F. W. Pynn: I think if each dealer of the ass'n had copies of that paper he could distribute it among the farmers and in that way get it pretty well circulated. One thing a farmer lacks is the selection of good seed grain.

Mr. Templeton: I move that we have a vote taken of the grain dealers present to have this paper printed and sent to the pres. of the farmers ass'n's and have it read at every farmers' institute throughout the state.

Seconded and carried.

Pres: The next thing on the program is the matter of admitting flour and feed dealers to our ass'n.

Secy.: About 80 per cent of the grain dealers in Wisconsin are feed dealers. I do not know that it would materially strengthen the ass'n numerically to admit the flour and feed dealers, but I am in favor of anything that will strengthen the ass'n. I think it is our duty to see that the scooper is put out of business. It is also our duty to get at those who consign direct to the farmers.

C. H. Fintel: We have been annoyed some by feed being shipped in and sold direct to farmers. As the grain dealers are largely feed dealers, I do not see why feed dealers should not be admitted.

G. A. Martin: As Mr. Fintel says, we are annoyed some by wholesalers shipping in to farmers. It is an injustice to the dealers and I think it would be a very good thing to admit the flour and feed men to our ass'n. We would be highly in favor of it.

P. M. Doyle: The firm I represent deals in everything but coffins and whisky. It has been our good fortune not to be bothered with carloads coming to farmers. I know in some sections where it happens, it is of great annoyance to the dealers and works a great injury to them because no dealer can compete with wholesale prices given on carload rates whether it is to the farmer or individual dealer. It eliminates the margin as the farmer probably buys these cars as cheap as the dealer can. Adjoining our territory there have been houses that would ship cars to any one sending in an order.

I think it would be wise to overcome that as far as we can by admitting the flour and feed dealers to membership in the ass'n. It appears to me that it enlarges the possibilities for co-operation and we might expect better results in the future.

J. Templeton: I handle grain of all kinds and feed of all kinds. Last winter I had a chance to sell corn and oats by the car. I offered to sell it at $\frac{1}{2}$ c a bu. profit. That would net me \$6 or \$7 on a car. A few days later a car came and the farmer got it at about a cent a bushel less than he could have bot it of the man



Pres. R. E. York, Portage, Wis.

at home. A farmer that knows anything about business won't do that sort of a thing; it is a half-souled man that does it. We have no protection against the men who come out and buy from the farmers at 1 or 2 cents more than we can pay them. There has been some talk of receiving commission men in our Ass'n, which I am in favor of, but if a man that belongs to this ass'n is found sending his men into the country to buy grain I say expel him from the ass'n. I say, look out for our interests. That is what we are here for. We have men here in Milwaukee that do that kind of business. I do not want to name them, but if I have to name them I will name them. We are not protected from that class of men and I say we ought to be protected and we should take it up in this meeting.

Secy. Potter: We are getting away from the subject, but I want to set myself right regarding not doing anything against the scooper. I sent out a letter asking regarding scoopers to every member in the state. This ass'n can do good along these lines. All the secy. wants is prompt and reliable advice as to who is doing it. If you will furnish that I will give the matter attention and I will do it right. In my position as Sec'y. I am here to protect you and all I ask is prompt replies to my communications and I will guarantee I will get at the meat in the nut. We are getting away from our subject, however, and I would like to know if there is any objection to the admission of the flour and feed dealers.

J. Templeton: I move that the commission men who are members of this ass'n who are found doing business with farmers be expelled from this ass'n.

Seconded and carried.

C. H. Fintel: I move that the flour and feed men be admitted to membership in the Wisconsin Grain Dealers Ass'n.

Seconded and carried.

Pres. The next is a paper on Milwaukee as a Barley Market, by W. P. Bishop.

W. P. Bishop read the following paper:

Milwaukee as a Barley Market.

This subject should be of interest to the majority of Wisconsin grain dealers for Milwaukee is the natural market for the principal barley producing section of the state, and Milwaukee prices are generally the basis for operations at those points which find a market elsewhere. Also it is reasonable to expect that Wisconsin grain men should take pride in having a stable market in the metropolis of the state for its chief product. The Milwaukee barley market has kept pace with the growth of the barley business in the west until it has become the greatest "primary market" for immediate delivery and a market where grain dealers in all sections of the Northwest can find a market at all times for barley of all kinds, grades and descriptions.

The Milwaukee market has always been foremost in fostering the barley business by furnishing information to shippers in regard to handling barley and providing facilities for judicious and profitable disposition of it, which has resulted in building a market that is second to none in the commercial world. One other market may show larger annual receipts of barley than Milwaukee, and possibly larger speculative transactions, but in actual daily spot sales for immediate delivery from first hands it is safe to say that Milwaukee exceeds all other markets.

A market, as defined by Webster, is "an appointed place for selling and buying at private sale." This is not all, however, that is required to constitute an up-to-date market of the present day, for it is not only necessary to provide the place and time for holding a market and facilities for doing business, but there must be an organization with rules and regulations to govern the actions of its members, and for the protection of the interests of both buyer and seller and to promote the transaction of business with the least possible friction.

The grain business is carried on largely by what is termed "upon honor," which is made necessary by the rapidity with which it is handled, and considering the enormous transactions daily it is remarkable to note the comparatively small number of disputes it becomes necessary to settle by arbitration or otherwise. It is only by thorough organization that this is possible, for there must be a controlling influence which, if necessary, can enforce recognition of the rights of both buyer and seller, and the equitable adjustment of all differences. Such an organized market as this has been built up by the Milwaukee Chamber of Commerce and perfected by years of experience and which is now second to none in up-to-date methods for the transaction of business and the protection of the interests of those doing business there, whether members of the organization or otherwise.

The Milwaukee market is noted for promptness in handling grain, especially barley, and no other market can show as good a record for making prompt returns, which all will admit is a very favorable feature for any market to cultivate, for shippers generally wish to get reports on their consignments as promptly as possible. This market is also noted for what is termed an "even run of prices" on barley, making it possible for shippers to estimate with reasonable accuracy the prices they may realize for their shipments, which is due to the fact that most of those engaged in selling and buying that commodity in Milwaukee are experts in that line of business. Also in no market in the country are differences in regard to

quality adjusted as equitably and at as small a loss to the shipper as here, which is due to honorable dealing, and on account of there being a general disposition to deal fairly, such differences are not as common as in other markets.

There has been a continual growth of the barley business in Milwaukee for the past fifteen years, and during that time the annual receipts have nearly doubled and now aggregate about eighteen million bushels annually, or about one eighth of the annual crop of the United States. This large quantity of barley is drawn from six states but principally from Wisconsin, Iowa, Minnesota and South Dakota, and is being brought to Milwaukee in the face of sharp competition. Other markets have grown due to the development of tributary territory mainly, but the growth of the business in Milwaukee is due to increase in its shipping business, and enlargement of the demand from local malting industries. Although the greater portion of the receipts are from first hands, yet a large percentage comes from other markets, being diverted here seeking the market affording the best means for final distribution.

The trend of all lines of business is to bring the producer and the consumer nearer together and this tendency is having a marked influence upon the grain business in the west, which eventually will result in a revolution of past and present methods of handling barley. Fifteen years ago practically all of the barley raised in the west was shipped to eastern markets, or to maltsters located in the east, in order to find an outlet for it, that being the only means of disposition, but the growth of barley production in the west has developed a vast malting industry which is continually increasing and eventually may become sufficient to consume the entire western crop, for it is more profitable to manufacture malt near the barley fields and send the eastern consumers with the product than to ship the raw material.

There are in Milwaukee about fifteen plants for the manufacture of barley malt for shipment and for local use, with an aggregate malting capacity of about fourteen million bushels of malt per annum, or sufficient to use nearly all of the annual barley crop of Wisconsin. The malting capacity of Milwaukee is increasing yearly, due to favorable conditions existing here for securing the different qualities of barley required for malting profitably. This market draws barley from such a diversified territory that maltsters can generally secure on this market any or all kinds of qualities of barley needed to manufacture the quality of malt desired.

This outlet naturally results in making a market where all descriptions of barley can be sold to advantage at all times. The barley shipping business is also a great factor in this market and shows continual growth, being the largest the past year with the exception of one year in the history of the market, and amounting to over ten millions of bushels. The demand from this source takes all qualities and descriptions of barley depending upon the needs of eastern customers, and during the shipping season is continuous.

Shipments are made by lake eastward, by across lake lines in bulk and by car ferry in car lots, also all rail. This class of business requires large elevator capacity with which the market is well equipped, the total public and private elevator storage capacity of Milwaukee being about fifteen million bushels, which, although not fully adequate to meet all requirements is sufficient to admit of handling a vast amount of business with promptness and dispatch.

The enviable reputation for "square dealing" which the Milwaukee market enjoys is the result of great care and foresight on the part of its founders, and a fixed determination by those who have followed them to carry out a policy which they inaugurated. You can count on the fingers of one hand the number of those who are now in the business who were among the founders of this market. Nearly all of them have passed on and given place to another generation that is reaping the benefits of their building. They built well, and the foundation laid for a great structure, and with slight changes now and then to suit new conditions the

structure stands as a model for other builders.

It is a matter of regret, however, that many grain men fail to appreciate fully the benefits to be derived from such a market and do not take advantage of the opportunities which it offers as they should. There are those that are connected with this market who are inclined to belittle its advantages instead of using them to secure business that is to be had by "getting after" it, and many country grain dealers fail to take advantage of market facilities as they should and "go it" blind and then wonder why they do not prosper.

Secy. Potter: In regard to the next subject, will say that I regret we had a letter from Secy. Ewer of the Michigan Ass'n saying he could not come on account of the date conflicting with the National Hay Ass'n meeting.

Pres. York appointed the following committees:

Auditing: G. H. Schroeder, S. N. Knudson.

Nominating: F. J. Egerer, A. G. Cox, C. P. Tinkham.

Resolutions: R. B. Clark, J. Templeton, L. Laun.

The Banquet.

In the evening the dealers were the guests of Milwaukee commission men at a banquet served in the main dining room of the hotel. A full course dinner including cigars was served, after which the following gentlemen made impromptu addresses and entertained with humorous stories: R. B. Clark, E. J. Lockman, Secy. Wisc. Millers' Ass'n, I. H. Lowry, J. V. Lauer, W. P. Bishop, J. Templeton, J. J. Quinn, Secy. Tristate Ass'n, F. W. Frasius, J. E. Schwab.

Pres. York acted as toastmaster.

It was after midnight when the guests and their hosts sought their beds.

Friday Morning.

Pres. York called the Friday morning session to order shortly after 10 o'clock.

The first number on the program was a talk on Wisconsin Oats by Mr. Geo. McKerron, Pres. State Board of Agri., in which he urged the grain dealers to educate their farmer patrons to a more careful selection of seed oats.

Secy. Potter read the following Secy's Report:

Secretary's Report.

In making this annual report as Secretary, I want briefly to outline our accomplishments for the past year, and then, I desire to impart my views as to what we expect to accomplish during the coming year; or in other words, enjoy a friendly chat, with a suggestion here and there made with a view of soliciting your kindly opinions.

Bear in mind that your Secy's is always at your service, and you must at all times be willing to voice your needs in order to secure the best results. Being almost an absolute stranger to nearly all present and moreover, being somewhat new in the work, I cannot but feel a little modest in my boasts as to either what we have done, or what we will do. Sufficient may be for me to say, I have no qualms, no fears of importance, for the eventual welfare and prosperity of the Wisconsin Grain Dealers Ass'n, because what has been accomplished elsewhere, can be accomplished in good old Wisconsin every time. I only hope that dealers will repose as much confidence in me, as I have in you; and further, that you will be equally as sanguine of my success as I am of yours.

The field for work should prove interesting, without doubt, and while the conditions in this State, as I view them, are somewhat peculiar, yet my faith in our organization is very strong. In Ass'n work of this kind, what is needed first of all to insure success is the proper nucleus. By that I mean, working or

active members. Manly men, level-headed men, thinking men, men of business, if you please, who are not the least bit narrow-minded, but men having a conception of the term, general good, general welfare, moral obligations, and legitimate trading, rather than the personal, private and selfish idea. We have plenty of dealers in Wisconsin, who are of the former class, hence my strong belief that we are here to stay, that we are not a mushroom affair, and that our endeavors will prove a credit to our organization, to each and every one affiliated therewith, and the grain trade in general.

MEMBERSHIP: According to my records, I find that one year ago, we had a membership of 151 elevators. Today, I am pleased to report a membership of 212 elevators, a gain of 61 elevators, this in the face of 33 withdrawals. Our advancement, you will note has not been at all phenomenal, but is steady and certain, and I believe we are getting the right kind of people interested. It is pleasing to note that the withdrawals represent, generally speaking, elevators which have changed hands, and dealers who are buying wholly on a commission basis. The action was not on account of any disinclination toward our work, or because of the dues. This point being obvious, see to it that our showing is particularly disappointing, although it strikes me that it should be considerable better. If every dealer who is now a member will stand with me and make a personal and continued effort to get his Brother Dealer interested, my report a year hence will be flattering without doubt. By lending your aid, you will further your own ends, and if I am not badly mistaken, 'twill mean dollars and cents in your own pocket.

RAILROAD CLAIMS—A word about your claims against the railroads. First of all, I invite you to follow President York's suggestion and use your Secy whenever possible. This portion of my remarks may not appeal to the larger concerns, as they have in their employ competent men to prosecute adjustment of their railroad claims, but to who independent dealer, who has a thousand and one things to look after, let me offer my assistance. If your shipment shows a rank shortage, if your car is badly delayed in transit, or if you have a just grievance against the transportation lines let me know about it; put me in possession of the facts, and I dare say, you won't regret the trouble you go to. Having had considerable experience in this particular line of work, I may perhaps be able to bring arguments to bear, and make recommendations which you would overlook, and then again your demands, if just, would be backed by our Ass'n influence. Don't overlook this proposition, and I promise you my best services. Perhaps, in another year, it will be found necessary to appoint a regular claim committee to work with me, but for the present, I am willing to tackle it alone. In this connection, I might add that I have a goodly number of copies of legal opinions defining the responsibilities of the railroads on shipments of grain delayed in transit, and anyone desiring a treatise of this kind can procure same through the asking.

TYPE SAMPLES—I believe one of the best moves ever made by this Ass'n was the adoption of type samples of barley. It is eventually going to overthrow the custom of buying nearly all kinds of malting barley at one figure. First of all, we desire to see the farmer get a fair and honest price for his product. This is certainly his due, but the farmer who takes the proper care of his grain and takes pride in marketing his cereal clean, is entitled to, and should receive, the best figure. If we will make a practice of holding these grades a little closer, and not be inclined to overgrade, this idea of purchasing by standard grades will prove a money paying proposition to you, and the best kind of encouragement to the farmer. Don't underestimate the importance of this matter.

Samples will again be gotten out this fall, and as I visit the Exchange floor nearly every day, and as we are on friendly terms with the receivers, I shall aim to keep our members closely posted regarding Milwaukee values, based upon our samples.

MARGINS—It is a fact beyond question that Wisconsin dealers are, gener-

ally speaking, paying a pretty stiff price at all times. While this resolves itself into a matter of your own judgment, I would suggest you get down to business, encourage harmony and good fellowship, buy on grade, and with a view of protecting the legitimate margin you are entitled to, figuring on your investment and time given to the business.

To the line houses I would say, don't try and get it all at any figure, and thereby endeavor to put the small or independent dealer out of business, because this practice has too much of the Standard Oil flavor to suit, and then again the reaction will sooner or later work to your detriment.

To the independent operator, who is working in competition with a line house, let me strongly recommend that you come to a business understanding, and make a few dollars rather than lose many. Please don't figure that because you have done the exclusive business in a certain locality for years, that no one else has the right of investment there, because you immediately put yourself on bad terms with the very man you should be most friendly toward. It is no longer thought necessary to fight your competitor continually to obtain the best results, that custom is, I am glad to say, a little more honest, more openness of practice and consequently fairer and better dealings.

RECIPROCAL CAR SERVICE BILL.—By this time, all know we have been licked in trying to secure legislation favoring the application of reciprocal car service rules. In other words, the Senate failed to agree with us that at the present time, it was advisable to pass a law making it mandatory on the part of railroads either to furnish the shipper with cars or pay a delayage charge.

We brought nearly every influence to bear we could; our measure received the approbation of nearly all state assns, resolutions being drawn up and freely mailed favoring enactment, and I am glad to say our individual members stood pat and addressed strong letters to the members of both the Assembly and Senate Committees, but we fell down in the homestretch after the Bill had safely passed the Assembly.

Possibly I may over-estimate our endeavors along this line, and our Ass'n influence, but I feel safe in saying that if the Rate Bill, which provides for a Railroad Commission, had not been introduced and passed at the last session, we would have been successful. Even in defeat, we have the satisfaction of knowing we held our own against all the arguments advanced by the representatives of the railroads and Car Service Bureau, and further, that being in the right, our organization has been brought to the foreground and will hereafter be recognized. My advice is that you appoint a Legislative Committee to work with your Pres. and Sec'y with a view of continuing our efforts with the Railroad Commission, and for the purpose of watching and recommending the passage of any State Laws, which will prove to the interests of the grain trade.

ARBITRATION.—I cannot find record of any cases having been referred to our Board of Arbitration during the past year, and this fact either speaks very well for Wisconsin dealers, and the men they do business with, or it shows a disinclination to favor our official body with the settlement of disputes. I am inclined to believe the former theory more correct, but at any rate, let us use our Board when necessary, and you will find its decisions are fair, square and equitable. Our Arbitration rules are well formulated, following very closely, those of the National Ass'n, and they should fit any case which may be referred to our Committee. I therefore can recommend no changes at the moment.

In closing, I would respectfully invite more personal attention to our work. If your market is not in line, report the trouble in detail, give me the facts. Your letters will always receive prompt acknowledgement and attention, and right here let me ask a little more businesslike attention on your part in replying to my communications. Please see that regular dues which are not burdensome, are promptly remitted, for it takes some oiling to keep any kind of machinery running. Be assured we

will practice economy so far as possible, but at the same time, we want the necessary funds to be able to prosecute our work with proper vigor. Let us pull for and with this Ass'n and its usefulness will be apparent and satisfactory.

Secy. Potter read the following financial statement since the change in the secretaryship Mar. 9:

Financial Statement.

Receipts.	
Cash on hand, March 9, 1905....	\$ 2.73
Received from quarterly dues....	1,127.85
Received from contributions....	110.00

Total\$1,240.58

Disbursements.	
Stationery, printing, office supplies	\$ 63.63
Postage and postal cards.....	84.25
Rent	73.00
Mileage	44.80
Traveling expense	17.25
General expense	61.80
Stenographer	104.00
Salary of Secretary.....	580.00
Deposit refunded	100.00

Total\$1,133.73

Balance on hand.....\$ 106.85

Upon the suggestion of Mr. McKerron it was moved and seconded that the Pres. appoint a delegate to the National Reciprocity Conference to be held at Chicago Aug. 16-17. No authorization of the appointment had been received from the Conference, but if none were allowed the ass'n he would take it upon himself to include a member of the ass'n in his appointment of 25 delegates from the farmers ass'n.

Wm. Rahr moved that the expenses of the delegate be paid by the ass'n.

Carried.

Under the head of unfinished business the matter of affiliation with the National Ass'n was taken up.

Secy. Potter said: As you know, the

National has been in rather deep water for some time, so that most of the state ass'ns have withdrawn, more thru the non-payment of dues than anything else, they thinking that the benefits derived were not equal to the cost of membership during the year. We have received a bill for dues for \$145. On receipt of the bill from the secy. I replied that the matter would be laid before our Board of Directors. We have not had a meeting of our board since, so it will have to be considered by the ass'n now. I have been trying to find out where we stand with the Nat'l but I have not been able. I believe that at present we are not members from the fact that our dues have not been paid. Personally, I believe in the National Ass'n. One of the principal benefits to be derived from it by the members of the state ass'n's is the right of appeal in cases of arbitration, but from the fact that we have not had any cases for arbitration, which speaks well for our members, as well as for the dealers in the terminal markets, with whom we do business, I can't see where it will be of special advantage to the ass'n to continue membership from the fact that that ass'n is now taking membership direct from receivers all over the U. S.

G. H. Schroeder: This came up before the Board of Directors at its last meeting and we had so many expenses that we decided to drop the matter. I think we notified them at that time and the last items on the bill we are not under obligations to pay.

Secy: I would recommend that at the present we will do well to paddle our own canoe, but later I think we are going to build up a good organization and can then take up the matter of again joining the Nat'l. At the present time I think



Secy. M. H. Potter, Milwaukee, Wis.

we have plenty of obligations to meet with our present resources.

Wm. Rahr: How much of this bill do we owe the National Ass'n?

Pres: I think we owe them \$60.

G. H. Schroeder: I think we owe them \$60, as far as I understand the matter.

S. N. Knudson: I move that we pay the \$60 to the Natnl. Ass'n, if we owe it. Seconded and carried.

Pres: The Secy. will take the matter up with the Natnl. Ass'n and if we are still considered members pay them the \$60, and withdraw, and, as I understand it, if we have been dropped we won't pay them anything.

Upon recommendation of Secy. Potter the constitution and by-laws were amended as follows, so as to admit receivers and commission men:

Receivers and com'ns men operating at terminal markets where Illinois grain is received and handled will be allowed to take out Associate Memberships in the Ass'n upon regular approval by the Board of Managers and the remittance of \$10 per year, payable in advance. Such members will not be entitled to a vote at our regular or special meetings.

Chairman Clark reported as follows for the comite on resolutions:

Resolutions.

SCOOPERS.

RESOLVED, That any member of this Ass'n doing a scoop shovel business or handling the business of a scoop shoveler be reported to the Sec'y and such member be expelled from this Ass'n.

Further, should any person or firm doing a scoop shovel business, who is not a member of the Grain Dealers' Ass'n be reported to our Sec'y, he shall report same to all members of the Ass'n.

CANVASSING FARMS.

RESOLVED, That any grain dealer or buyer who canvasses from farm to farm, bidding on grain and seeds, shall be reported to the Sec'y, who shall take such action as he may deem advisable.

Signed:

ROBT. B. CLARK,
JAMES TEMPLETON,
LOUIS LAUN.

The resolutions as read were adopted.

Mr. Schroeder reported as follows for the Auditing Comite:

We your comite beg leave to report

that we have checked up the items as entered on the books and find the report as read by Secy. Potter correct. Further we would like to report that the books of the Treas. are kept in a clean and businesslike manner.

The report of the Auditing Comite was adopted.

Chairman Egerer for the Nominating Comite placed the following names in nomination: For Pres: R. E. York, Portage; V. P.: Jas. Templeton, Templeton, Board of Managers: S. N. Knudson, Mondovi; C. W. Cheney, Eau Claire; G. H. Schroeder, New Holstein; C. H. Fintel, Genesee.

The report of the Nominating Comite was unanimously adopted.

Pres. York appointed the following comite on Type Samples: B. G. Ellsworth, J. A. Mander, J. V. Lauer.

Legislative Comite: W. N. Shephard, Whitewater; Charles Morey, Appleton; J. Templeton, Templeton.

Membership: S. H. Simonson, Oak Center; A. G. Cox, Osseo; Wm. Ritchie, Manitowoc.

Arbitration: R. B. Clark, Chippewa Falls; H. Clausen, Fox Lake; L. Laun, Elkhart Lake.

Adjourned.

Convention Notes.

The Milwaukee Bag Co. was represented by "Bag" Schwab.

So. Dakota was represented by A. H. Betts, Mitchell; J. N. and G. Shafer, Tripp.

The shippers in attendance were: H. Clausen, Fox Lake; R. B. Clark, Chippewa Falls; A. G. Cox, Osseo; P. A. Doyle, Cuba City; J. Dries, Random Lake; F. J. Egerer, Chilton; J. W. Finnigan, Adell; C. H. Fintel, Genesee; Jno. Fraser, Milwaukee; C. Gruhle, Manitowoc; J. A. Grisdale, La Crosse; J. A. Grimm, Hartford; M. B. Helmer, Fond du Lac; F. E. Hill, Dousman; S. N. Knudson, Mondovi; C. H. Kuehl, Brillion; L. Laun, Elkhart Lake; P. Lauer, Lomira; G. A. Martin, Dousman; J. G. Miller, Allenton; E. McIntyre, Waldo; S. Mar-

shall, Appleton; C. W. Morey, Appleton; F. W. Pynn, Hartland; G. A. Ruhmer, Medina; Edw. Reinemann, Dale; Wm. Ritchie, Manitowoc; Wm. Rahr and son, Manitowoc; F. Schumacher, Port Washington; S. H. Simonson, Oak Center; G. H. Schroeder, New Holstein; Wm. Sink, Markesan; W. N. Shephard, Whitewater; J. Templeton, Templeton; C. P. Tinkham, Fairwater; J. H. Timm, Plymouth; H. C. Timm, New Holstein; J. Treis, Random Lake; A. R. Willy, Appleton; R. E. York, Portage.

Rye, a most important breadstuff in Continental Europe, is disappearing from the farms of America, where several years ago this cereal was grown to a considerable extent. Exports of rye from the United States during the crop year ending July 1 were only 1,386 bus., the largest lot being 854 bus., exported from San Francisco.

A far more legitimate use for rice hulls than mixing with feed has been found by a New Orleans merchant, who exhibited on the Board of Trade recently an inside house finish made of rice hulls. The finish can be made to resemble marble, alabaster, granite or onyx and is fire-proof. Several houses are now being finished with this unique material.

Storage tanks holding from 1,650 to 2,750 bus. are being built on the 1,000-acre farm of W. H. Richardson, near Dayton, Wash. The tanks will be filled direct from the thresher by a pneumatic elevator. When the wheat is to be shipped the grain will be hauled in bulk to the railroad station. No sacking will be done except by the grain dealer.

When a juror in a murder trial requests the privilege of having cotton quotations furnished him during his absence from Wall street, the ordinary citizen gets an idea of the manner in which speculation takes hold of men. Some houses have their customers long of stocks, wheat, cotton and coffee. They would put them short of gold if they could.—S. V. White.



Fotografy by A. L. Cross.

Dealers in Attendance at the Annual Meeting of the Wisconsin Grain Dealers Association.

Asked— Answered

CUPS CLOSER ON BELT.

Grain Dealers Journal: What is the very closest I can put cups on a rubber belt to increase the elevating capacity for oats and barley?

My cups are 4x4x7, and are set 14 in. apart. I want to change to elevate faster, if I can do so without putting in a new outfit.—C. N. Bates, Osage, Ia.

Grain Dealers Journal: I would say that the 7x4x4 cups will discharge perfectly at 9 to 10 in. apart. This will increase the capacity of the elevator 1-3.

To further increase the capacity put in larger head pulley and thus increase belt speed, the head shaft turning the same number of revolutions per minute.—F. F.

Grain Dealers Journal: Mr. Bates could increase the capacity of his elevator by placing the buckets at intervals of 12 in. There would be no objection to doing that, as it is a common practice to have small buckets 12 in. apart. 7x4 is an odd size bucket. If he would use the standard size, 7x4½, he could increase his capacity accordingly. Perhaps, however, his leg would not allow a bucket having a greater projection than 4, in which case he might have a special bucket made having a greater capacity than the one now in use.—Weller Mfg. Co., Chicago, Ill.

Grain Dealers Journal: In reference to increasing the capacity of elevator using a 7x4x4-in. cup, we note that the buckets are now spaced 14 in. apart. We believe that Mr. Bates could space the buckets 9 or 10 inches apart and still get good results. By adding more buckets and placing them 9 or 10 inches apart, of course he would increase the capacity of his elevator.

If, however, he should find that after placing the buckets 9 or 10 in. apart they do not discharge perfectly at the head, or if the grain is carried down the back leg, then he would have to place them a little further apart. It is rather difficult to state the exact distance that he can place them, as we do not know the speed of the belt or the size of head pulley and all conditions.—Webster Mfg. Co., Chicago, Ill.

Grain Dealers Journal: The standard spacing for 7x4 buckets is 12 in. from center to center of bolt holes. It might be possible to space the buckets closer, but where buckets are placed too close together, they do not fill, and therefore very little is gained in the way of capacity.

The operator may find that he can materially increase the capacity of his elevator by feeding the elevator boot differently, so that the buckets will go up full.

The speed of the belt also has a material bearing upon the capacity of the elevator. With a large head pulley it is possible to run the belt faster and secure good delivery at the elevator head, so that with a larger head pulley a greater capacity can be obtained.

Another point is the shape of the bucket. The shape of the bucket best

calculated to secure a large capacity and clean delivery is a bucket with round corners and round bottom.—H. W. Caldwell & Son Company, Chicago, Ill.

CASH MARKETS 3 YEARS AGO?

Grain Dealers Journal: What was the value of cash wheat each month from June, 1901, to June, 1902, basis Chicago and Kansas City markets?—Doggett Grain Co., McKinney, Tex.

SUGGESTIONS WANTED FOR STEEL TANK AND FRAME ELEVATOR.

Grain Dealers Journal: We are contemplating the construction of a country eltr. on the steel storage tank plan, to hold 10,000 bus. We would want to run it with a gasoline engine, and we would want a frame building for engine house and flour and feed storage room. Can the readers of the Journal suggest a plan that would be convenient in this case?—Cockley Milling Co., Lexington, O.

INDIANA COURTS ON LIABILITY OF ELEVATOR FOR STORED GRAIN?

Grain Dealers Journal: In reading the decision printed in the Journal, page 60, July 10 issue, of *Jordan v. Thompson*, we note that the Supreme Court of Indiana holds *Thompson* was liable for the market price after the grain was burned, when the grain was delivered at *Thompson's* elevator without contract or understanding as to the final disposition of the grain.

Is the decision in line with former de-

cisions of the courts? We would appreciate the opinions of the grain dealers on this particular case, defining how far the elevator is responsible in such cases.—John B. Ross & Co., La Fayette, Ind.

CAN CONTRACT BE ENFORCED?

Grain Dealers Journal: In reply to R. C. Wenzel of Eagle, Neb., whose grain contract is published in the Journal for June 25, I would say that my experience has been that the contract can not be enforced. Mr. Wenzel's contract, as given on page 725, is no lien on R. J. Mick's corn, but an article of agreement between Ed. Wenzel & Son and R. J. Mick, in which the latter has borrowed \$115 to pay back in corn on demand of former. If Mick refuses to deliver the corn on demand and sells it to somebody else he does not incriminate himself by selling mortgaged property.

From a legal point of view no sale is made until a delivery is made and a price agreed upon between buyer and seller.

Mr. Wenzel has recourse by making a demand upon R. J. Mick to pay back the \$115. If he does not do that he can bring suit against Mick and introduce the contract as evidence that Mick obtained the money. He will probably have to prove that Mick sold the corn to other parties and breached his trust.

I have lost money by advancing it to men on contracts similar to Mr. Wenzel's. I am now using the form given herewith when I pay out money on something not in my possession. This contract is filed for record with the county register of deed the same as a chattel mortgage.—J. E. Farrington, Anadarko, Okla.

BILL OF SALE.

Anadarko, Okla., July 3, 1905.

Know all Men by These Presents, That I, J. W. Thompson, Jr., party of the first part, have sold and by these presents do sell and set over to J. E. Farrington, party of the second part, 600 bushels of wheat to be sound and sweet and to weigh not less than 59 pounds per standard bushel at 75c per bushel, or in case such wheat tests below the required 59 pounds per standard bushel, we will apply No. 3 and No. 4 Wheat on sale as follows: No. 3, 58-lb. or better test, 1c off. No. 3, 57-lb. or better test, 2c off. No. 3, 56-lb. or better test, 3c off. No. 4, 56-lb. or better test, 4c off. No. 4, 55-lb. or better test, 5c off. No. 4, 54-lb. or better test, 6c off. No. 4, 53-lb. or better test, 7c off. No. 4, 52-lb. or better test, 8c off.

And as part payment of the purchase price of said wheat, said first party hereby acknowledges the receipt of the sum of \$160.00, the same having been this day advanced to him by the said second party.

The party of the first part hereby agrees to deliver to the party of the second part, at his elevator or at such other place as he may designate within the city of Anadarko, O. T., said wheat on or before the 15th day of July, 1905, and the said second party hereby agrees to pay the balance of the purchase of said wheat in lawful money of the United States when the total amount thereof is delivered.

Should the first party fail to deliver to the second party said wheat according to the terms of this contract, then the first party shall pay to the second party the sum of 15 cents for each bushel of said wheat not so delivered; and it is hereby further expressly agreed that the second party shall have a lien upon said wheat which is now located upon the Northeast quarter of section No. 9 in Township No. 7 north, Range No. 10 West of the Indian Meridian, in Caddo County, Oklahoma Territory, and known as the Keota farm, 5 miles Northeast of Anadarko, O. T., to secure the amount this day advanced to the said first party and such other amounts as may hereafter be advanced; also to secure the payment of the amount herein agreed upon in case the said first party fails to deliver said wheat according to the terms hereof.

And the said second party is hereby authorized, in case of any breach of this contract, to take possession of said wheat and sell the same in the same manner and upon the same terms as sales are required to be made under chattel mortgages, apply the proceeds of said sale: First. To the payment of the costs of such sale, including an attorney's fee of \$25.00 and Second. To the payment of all sums due the said second party under the terms of this contract.

Executed in the presence of:

Jim Giddings,
Leo. Bitsche,

J. E. Farrington, buyer,
J. W. Thompson, Jr.

Annual Meeting of the National Hay Assn.

The twelfth annual meeting of the Nat. Hay Assn., which was held at Toledo, O., on the 18, 19 and 20 of July, was one of the largest and most interesting gatherings in the history of the Ass'n.

The members were escorted to the meeting hall by the news boys band. On a large float which consisted of a big



truck drawn by a sleepy looking team, and loaded with baled hay, rode the officers and directors. Each bale was labeled with the name of the person who was to occupy it. Pres. Morgan was the driver.

The meeting was opened with prayer by the Rev. Ernest Bourner Allen, of Toledo. Pres. Morgan then introduced Mayor R. H. Finch, who extended a most hearty welcome to the visiting delegates.

E. L. Southworth, Pres. of the Toledo Produce Exch., was introduced. He extended a cordial welcome in behalf of the members of the exchange. He told the dealers that the keys to city handed them by the mayor would also fit the doors of the Produce Exchange, and bid the delegates to feel perfectly at home.

F. F. Collins responded on behalf of the Assn. He spoke of the rapid growth of Toledo, of her wonderful harbor and railroad facilities.

The reading of the minutes of the last meeting was dispensed with as they had been published and copy sent to each member.

President Morgan then read the report of the board of directors, which gave a review of the work done during the past year. The report was accepted and made a part of the minutes.

The following committees were appointed:

On credentials: Maurice Mizer, Ind.; Daniel P. Byrne, Mo.; Frank Williams, New York; Frank I. King, Ohio; J. L. Turner, Ohio.

Membership: F. L. Lewi, Newark, N. J.; D. L. Lease, Waterloo, Ind.; J. L. Dexter, Detroit, Mich.; A. W. Cheney, Springfield, O.; H. W. Robinson, Greenspring, O.; A. H. Kuhl, Baltimore; F. F. Collins, Cincinnati; Harley Yost, Libertyville, Ia.; Harry Benedict, New Orleans; Frank Williams, New York; E. Kerwin, Baltimore.

Nominations: Geo. Bridge, Chicago; J. W. Sale, Bluffton, Ind.; J. F. Clendenin, Baltimore; H. L. Goemann, Toledo; J. L. Dexter, Detroit; H. H. Driggs, Toledo; Harley Yost, Libertyville, Ia.

Place: E. A. Dillenbeck, New York; John Johnson, Pittsburg; J. D. Carscallen, Newark; D. P. Byrne, St. Louis; J. W. Ellis, Cincinnati.

The Toledo Home Telephone Co. and the Ills. Telephone Co. offered the free use of their local and long distance lines. Both offers were accepted with thanks. The meeting then adjourned to 2 p. m.

Tuesday Afternoon.

The delegates convened at 2 p. m. and the session was opened by the reading of the report of the general counsel, John B. Daish of Washington, D. C. This paper consisted of a detailed report of his work during the past year and of his efforts to secure better conditions for the shippers.

Pres. Morgan then introduced the Hon. Charles E. Townsend, Congressman from Michigan, who gave an interesting address. He gave the history of the railway rate trouble and his ideas for remedying it. He said: "The welfare of the railroads and the welfare of the American people depend on an early, fair and just settlement of the railroad rate problem. There may be a compromise, but there can not be a compromise of principle. The law calls for a fair and just rate to all, and that is the only agreement upon which the people can make a settlement."

E. L. Rogers of Philadelphia introduced a resolution, which was unanimously adopted, commending President Roosevelt for the stand he has taken for a "square deal" in the railway rate fight which was waged in Congress during its last session.

By a unanimous vote of the assn. President Roosevelt was made an honorary member.

Then followed the reports of various committees, after which the meeting adjourned.

At the Farm.

The program for the evening consisted of a vaudeville entertainment at the Farm, one of Toledo's summer amusement resorts. Fun was had with many of the prominent members by the people on the stage getting off jokes, much to the enjoyment of the large audience of hay men.

Wednesday Morning.

The meeting was called to order at 10 a. m. and the session opened by the reading of a paper on Organization by H. L. Goemann.

Various special and standing committees made their reports. The Committee on Credentials reported that there were no contests and that delegates were present from California, Minnesota, Florida, Georgia and other distant Southern and Western states.

Sec-Treas. Goodrich read his annual report. It showed the membership of the assn. to be 769, Ohio being in the lead with 130 members, Michigan second with 92. The cash balance in the treasury was shown to be \$2,800.

F. L. Lewi presented the annual report of the committee on statistics. It showed that the value of the hay crop last year was \$529,000,000. The average yield was 1.52 tons per acre and the average price \$8.72.

J. T. Clendenin read the report of the Committee on Legislation. It showed that the committee had not been called upon to do any work during the past year.

A paper on "How to Dispose of Low Grades" was read by E. N. Wasmuth of Roanoke, Ind. He thought the best solution of the question would be the consumption of low grades on the farm and if the dealers would keep the price of low grade hay down there would be no premium on careless farming.

Geo. S. Bridge of Chicago, submitted a brief report for the committee on terminal facilities.

C. S. Bash of Ft. Wayne, chairman of the committee on Demurrage and Reciprocal Demurrage, reported that it is well known that railroads are not collecting demurrage in an impartial manner. He advised looking for relief to state railroad commissions and legislatures to compel railroads to enter into reciprocal demurrage relations.

D. L. Lease of Waterloo, Ind., chairman of the Committee on Grades, reported recommending the establishment of National Hay Assn. grades for alfalfa. The recommendation was adopted, the grades being the same as those established at Kansas City, the centre of the alfalfa shipping country—choice, No. 1, No. 2, and No. 3.

It was moved and carried that a committee be appointed by the new officers to come together at the next annual meeting to see if the grading of hay can be improved. The committee is to consist of a representative from each market and an equal number of shippers. The object is to get New York state to adopt the National Hay Assn. grades.

Wednesday Afternoon.

The afternoon session was opened with a paper on "Plain Facts" by A. E. Reynolds, of Crawfordsville, Ind. In this paper he showed what the hay assn. had done for the hay men throughout the country.

Reports were then made by the various state vice-presidents.

A retrospection for the seaboard was given by E. A. Dillenbeck; for the southwest by D. P. Byrne, and for the west by A. E. Clutter.

After the appointment of special committees the meeting adjourned to Thursday morning.

On Board the Greyhound.

One of the most enjoyable features of the convention was the moonlight ride out into Lake Erie, and concert and dance on the steamer Greyhound. Sandwiches and refreshments were served to all.

After the almost insufferable hot weather, the cool, delightful moonlight ride on the water was more than appreciated by all. About 2,500 enjoyed this hospitality.

Thursday Morning.

The last session of the convention was called to order promptly at 10 a. m.

The special committees appointed at the first session made their reports. Several resolutions were adopted thanking the Toledo hay and grain men for the magnificent entertainment they had provided for the assn.

The address of the morning was delivered by Alfred T. Anderson, Washington, D. C., commissioner of the National Board of Trade. This address was one of the star features of the convention.

The report of the Committee on Trade Rules disclosed a division of opinion between the receivers and shippers of hay. E. L. Carroll, Decatur, Ind., chairman, made a minority report, to the effect that when a receiver has been notified by three regular dealers that he is buying from irregular shippers he shall be reported to the secy. of the assn. and reprimanded, suspended or expelled from the assn. The majority report was that no change be made in the rules now existing according to the constitution and by-laws.

These reports brought out much animated discussion and by a motion were laid on the table.

E. A. Dillenbeck, chairman of the Committee on Place, in his report stated that the assn. had received invitations from Niagara Falls, Minneapolis, Kansas City, Put-in-Bay, New Orleans, and Wenona Lake, Ind. The committee favored Put-in-Bay, but if satisfactory arrangements could not be made, favored Wenona Lake. This report was adopted.

The Committee on Nominations reported the following ticket: For Pres., F. D. Voris, Neoga, Ill.; First Vice-Pres., H. H. Driggs, Toledo; Second Vice-Pres., Harley Yost, Libertyville, Ia.; Secy-Treas., P. E. Goodrich, Winchester, Ind.

For members of the board of directors: H. G. Morgan, Pittsburg; H. W. Robinson, Greenspring, O.; E. A. Lease, Waterloo, Ind.; H. W. Benedict, New Orleans; R. B. Clark, Chippewa Falls, Wis.

This report was unanimously adopted. Charles England of Baltimore, was elected to membership on the Board of Directors to succeed Mr. Voris, who becomes President of the assn.

The new officers were then escorted to the stage, in a brief speech Pres. Morgan transferred the president's badge and gavel to president elect Voris. The new officers expressed their thanks for the honors conferred.

The meeting then adjourned sine die.

Stray Straws.

The hay exhibit was the largest ever shown and gave the dealers many pointers regarding the grading of hay.

C. A. Foster of Pittsburg distributed pocket mirrors so the dealers could see how hot they were.

E. Steen & Bro. favored the shippers

with a pocket book containing two cents and a request for business, stating there's a heap of cents in trying it.

One of the most useful souvenirs was a leather covered vest pocket memorandum book, with the compliments of Southworth & Co., of Toledo.

Churchill & Co. gave out pocket match safes.

A neat envelope opener was distributed by the United Grain Co. of Toledo.

J. F. Zahm & Co. kept open house and bedecked all callers with a pink carnation and a red identification tag. And last but not least a good cigar.

Everyone kept cool and had their fortunes told by the fans distributed by W. A. Rundell & Co., of Toledo.

Each person who registered at the secretary's desk was given a beautiful badge in the form of a stick pin on which was inscribed the words "National Hay Assn. July 18, 19 and 20, Toledo." It also contained the picture of a bale of hay set off by a green background. Attached to each pin was an identification card on which appeared the name and address of the wearer. Free tickets to the "Farm" and steamer Greyhound were also given.

The program was the most artistic ever issued by the assn. On the cover was a spray of timothy and the words "Twelfth Annual Convention National Hay Assn, Toledo, O., 1905," embossed and printed in gold, red and green from engraved plates. The inside pages contained the program of exercises, an itinerary for each day and the names of the entertainment and reception committees.

The attorney of Iowa County has brought suit looking toward the dissolution of the Amana Society, of Amana, Ia. Was self-interest too strong for this old co-operative scheme.

Wheat Shipping at Tacoma.

Tacoma, Wash., is well placed to command the grain export trade of the Pacific Northwest. Situated near the south end of Puget Sound, farther inland than any other deep sea port, and the western terminus of the Northern Pacific Railroad, Tacoma possesses exceptional facilities for handling the product of the wheat fields, with which it is in close touch by rail.

Grain exports during the past crop year have been small, thru no fault of this port, much grain having been shipped east by rail, there being only a small surplus for export. This year from Jan. 1 to June 1 the exports from Tacoma have been 974,000 bus. of grain and 332,519 barrels of wheat flour, compared with 2,405,000 bus. of grain and 452,527 barrels of wheat flour during the corresponding months of 1904. The grain shipments for the five months of the present year included 759,000 bus. of barley, 21,000 bus. of oats and 193,642 bus. of wheat. For the same months of 1904 the wheat shipments alone were 1,033,559 bus.

The engraving herewith shows the ships loading wheat at the Tacoma docks.

The grain merchants of Tacoma are confident that their city is to take the lead as the greatest grain shipping port on the Pacific Coast, and are now organizing a Board of Trade to provide an active market for the purchase and sale of options as well as cash grain.

In the Toledo market the shipper's wheat is blown at an expense of 1/2 cent, when blowing will improve the grade.

The American Society of Equity has placed the minimum price of wheat, pending the issue of the Aug. 1 bulletin, at \$1 per bu. Last year's price was 20 cents higher.



Ships Loading Wheat at Tacoma, Wash.

Meeting of the American Grain Buyers Ass'n.

The American Grain Buyers Assn. met in Kimball Hall, Minneapolis, July 11.

The morning session was presided over by C. L. Ward, Litchfield, Minn., and G. E. Northrop, Hutchinson, acted as secy.

Attorney D. A. Stuart, acting manager, urged all those present to attend the afternoon session and participate in the election of officers for the coming biennial term. On his suggestion Chairman Ward appointed the following nominating comite:

P. J. Schwarg, O. F. Johnson, A. J. Foss, A. Lundquist, E. W. Eaton.

After a brief session the meeting adjourned to 2:30.

Afternoon Session.

Called to order by Chairman Ward.

Chairman Schwarg reported as follows for the Comite on Nominations: For Pres., E. F. Barrett, Atwater, Minn.; V.-P., Wm. Steele, Delhi, Minn.; Secy., E. H. Fuller, Wheaton, Minn.; Treas., A. Lundquist, Willmar; Mgr., C. L. Litchfield.

Advisory Board: C. C. Gleason, Kasson; E. W. Eaton, Bowbells.

Pres. Barrett took the chair and thanked the members for the honor conferred upon him.

Upon motion of Mr. Ward the bond of the Treas. was fixed at \$500 for the ensuing two years.

The meeting adjourned, and the Minnesota Division went into session.

Minnesota Division Elects Officers.

O. F. Johnson, Reading, was elected temporary chairman.

D. A. Stuart moved that the minutes of the last meeting be approved without reading and that the chair appoint a comite of three to place in nomination officers for the ensuing year.

The motion carried.

Chairman Johnson appointed the following Nominating Comite: C. L. Ward, O. Warren, E. F. Barrett.

The meeting took a recess while the Nominating Comite prepared its report.

The report presented by the Nominating Comite was unanimously adopted and resulted in the election of the following officers:

Pres., J. P. Schwarg, Dodge Center; V. P., O. F. Johnson, Reading; Secy., Milo Billings, Windom; Treas., J. R. McPhee, Comfrey.

Advisory Board: J. H. Lee, Fairfax; Bert E. Beard, Montevideo; Geo. Duerenberger, Granite Falls; T. A. Vesta, Louisburg; Geo. Henslow, Windom; C. E. Lockerby, Northfield; A. C. Paulson, Brandon; N. Nelson, Fertile; A. J. Krueger, Paynesville; W. H. Annis, Campbell; Wm. Byron, De Graff; Seth Miller, Odessa; R. Miller, Porter; N. O. Stomer, Halsted; L. P. Larson, Evansville.

Meeting adjourned.

The Constitution and By-Laws of the American Grain Buyers Assn., showing some of the objects of the Assn., are as follows:

Constitution of the American Grain Buyers Association.

NAME.

1. This association shall be known as the American Grain Buyers Association.

2. The object and purpose of this association is the promotion and advance-

ment of the business and social welfare of its members by their mutual co-operation in all things tending to those ends.

OFFICERS.

3. (a) The officers of this association are a president, a vice-president, a secretary, a treasurer, a manager, and an advisory board, which advisory board shall consist of one member from every state division in the association. Only members of the association are eligible to office.

THE DUTIES OF OFFICERS.

(b) The president shall preside at all meetings of the association and at all meetings of the official board.

(c) The secretary shall make a record of the constitution and by-laws, also of all proceedings in conventions, shall have the custody of all papers belonging to the association, not specially un-

heard, adopt a constitution and by-laws, which constitution and by-laws must not be contrary to any of the articles contained in the constitution and by-laws of the association, and which state division shall have control of all matters purely local to such state, but shall have the right to the assistance and counsel of the manager of the association in conducting negotiations with employers, or in carrying out any work which such division can properly do.

MEMBERS.

8. Only persons of good moral character, experienced in the buying and grading of grain, and engaged in the business of buying grain on salary shall be entitled to membership, except that D. A. Stuart shall be a member thereof by reason of his connection with the organization of this association.

ANNUAL DUES.

9. The annual dues of members in the aggregate shall be such as are necessary to pay the current expenses of conducting the business of the association and shall be fixed at each biennial convention for the ensuing two years.

CONVENTIONS.

10. There shall be held a convention once in every two years which shall be known as the biennial convention, which shall be composed of delegates of the state divisions selected at the state division conventions held last prior to next biennial convention; that each state division will be entitled to one delegate to every fifty members or major fractional part thereof; that the first biennial convention will be held in the summer of 1906; that all biennial conventions shall be held at such point as shall be determined by the immediately preceding biennial convention.

11. The chief officers and advisory board shall be elected at the biennial conventions by the convention, and the state officers and state advisory board shall be elected by the state division conventions and shall hold their offices for the term of one year and until their successors are elected and qualified.

12. This association may conduct an accident insurance department upon such plans as it may in biennial conventions adopt.

BY-LAWS.

1. The rules contained in Roberts' Rules of Order shall govern the association in all cases to which they are applicable and in which they are not inconsistent with the by-laws of this association.

2. In the election of officers the vote shall be by ballot and any duly accredited delegate to a biennial convention who is unable to be present may vote by proxy.

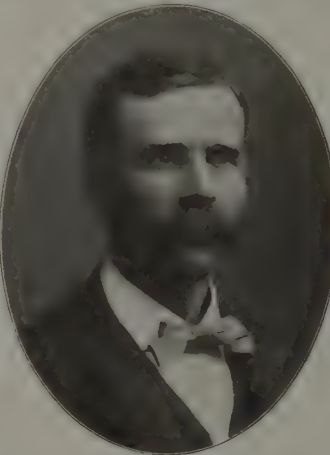
3. Any member of this association who shall disqualify himself by his conduct so that he no longer possesses the qualifications entitling a party to membership in the association, shall, upon charges preferred against him by any member of the association, be tried before the advisory board of the state division of which such accused is a member, and if the charges are found true his membership in the association shall become forfeited, unless in the judgment of the advisory board some lesser punishment will be sufficient. A right of appeal on the part of any one found guilty shall lie to the executive council.

4. The treasurer shall furnish a bond for the faithful performance of his duties in such sum as may be ordered at any biennial convention, provided that the sum named shall remain unchanged until the next biennial convention in the future.

5. The offices of secretary and manager may be held by the same party.

6. The officers of this association shall be known as the "chief" officers and the officers of the state division shall be known as the "state" officers.

7. It shall be the duty of the executive council to remove from office any "chief" officer for malfeasance in office, or inattention to duties after a fair trial had before the executive council upon due notice thereof, upon the charges preferred against such officer. A two-thirds affirmative vote of said council shall be required to remove such officer. All of such charges shall be made in writing and a copy thereof delivered to such officer at least thirty days before such trial commences.



Secy. E. H. Fuller, Wheaton, Minn.

der charge of any other officer, and perform all other duties pertaining to his office.

(d) The treasurer shall receive the funds belonging to the association, and pay the same out on the order of the association signed by the manager, and make reports of the affairs in his hands to the manager when by him requested, and a report of the same kind to each biennial convention.

(e) The manager of the association shall have charge of and conduct all the business matters of the association according to the plans and policies adopted by the association; shall attend all conventions of the association and the state divisions thereof, and report on the matters in his charge and his doings therein at such conventions.

(f) The advisory board shall act in an advisory capacity with the other officers of the association, when called upon to do so, and shall constitute a board of audit and shall audit all the accounts of the association at the biennial conventions, and shall report to such convention the result thereof.

4. The officers of the association shall hold their office for a period of two years, and until their successors are elected and have qualified.

PRINCIPAL PLACE OF BUSINESS.

5. The head offices and principal place of business of this association shall be located at such place as said association in its conventions from time to time may select.

BUSINESS.

6. All matters of business of the association shall be in charge of the officers as herein designated, excepting such matters as are purely local, which shall be in charge of the state division, if any such there be. In case there is no such division, then the association shall attend to all matters of business, general and local.

DIVISIONS.

7. When there are one hundred or more members of this association, residents of any state, such state is authorized to organize a state division, which state division shall have an official

The executive council shall be composed of the chief president, chief secretary, chief manager and advisory board.

8. The executive council shall fill any vacancies occurring in any chief officer during the interim between the regular biennial conventions, which officer so selected shall qualify as if elected at a regular biennial convention. Should the office of the chief president become vacant the chairman of the advisory board shall temporarily have all the power and perform all the duties of the office until the same shall be filled by appointment as herein before provided.

9. That in order to secure as large a membership as possible for this society the manner of obtaining membership shall remain in the hands of the present organizer, D. A. Stuart, until each grain raising state has been thoroughly canvassed, however not later than holding of 1907 biennial convention; that he shall continue the work as it has been done by him heretofore and shall receive the membership fee and deliver the roll of membership of each state to the association free of any debt, or any charge other than said membership fee.

10. The by-laws may be amended in convention by a majority vote.

11. The constitution may be amended at any convention of the whole association by a two-thirds vote of all present, but notice of such amendment must be given at the state conventions which select delegates to the convention where in the proposed amendment will be voted upon.

12. The compensation of officers shall be named by the executive council.

Notes of the Meeting.

By holding the meetings in a smaller city it would be easier to keep the members at the meeting.

One commission firm was represented by C. E. Lockerby.

The New York Cotton Exchange has requested Pres. Roosevelt to make a full investigation of the venality in the Dept. of Agri. and to punish those guilty of giving advance information of the crop figures.

Corn mills have been losing money. Several corn mills have been converted to other uses and no new ones are being built. The emigrants arriving each year have no taste for corn. The campaign of education conducted by Corn Murphy in Europe seems to have been without results. Many brewers who were large customers of the corn mills have installed machinery for the manufacture of their own corn grits.

A call for a national reciprocity convention to be held at Chicago in the middle of August has been issued by the Chicago Board of Trade, the Chicago Commercial Assn., National Live Stock Assn., Illinois Manufacturers Assn., National Live Stock Exchange, Millers National Federation, American Shorthorn Breeders Assn., and the National Assn. of Implement and Vehicle Manufacturers. Alvin H. Sanders is chairman of the committee on arrangements.

At one time only the rich could afford wheaten bread, and tortillas (corn cakes) were used to a large extent on their tables. Now the middle classes, and even the poorer people of the towns, whenever unusual work or a bit of good fortune brings a little money ahead, will flock to the bakeries to buy white bread at prices altogether unreasonable, for flour is outrageously dear. The demand outruns the supply, however, at least in this section of Mexico, and the pressure of good prices is driving all the ranch owners to plant more and more wheat each year.—Jas. A. Le Roy, U. S. Consul, Durango, Mexico.

Imports and Exports of Beans and Peas.

Imports of beans and peas during the 11 months prior to June 1 were 455,577 bus., compared with 946,611 bus. for the corresponding months of 1903-4.

Exports of beans and peas during the 11 months were 304,909 bus., compared with 233,744 bus. during the same months of the preceding season.

Exports of foreign beans and peas during the 11 months were 77,738 bus., compared with 102,727 bus. for the corresponding months of 1903-4, as reported by O. P. Austin, chief of the bureau of statistics.

Exports of Breadstuffs.

Exports of breadstuffs during the crop year prior to July 1 were 4,391,061 bus. of wheat, 88,565,867 bus. of corn, 10,486,338 bus. of barley, 5,278,196 bus. of oats and 1,386 bus. of rye; compared with 4,158,744 bus. of wheat, 55,606,354 bus. of corn, 10,571,308 bus. of barley, 1,123,624 bus. of oats and 765,114 bus. of rye for the preceding crop year. Exports of wheat flour for the crop year were 8,756,915 barrels, compared with 16,729,550 barrels for the preceding 12 months.

The value of the breadstuffs exported was \$101,066,796, compared with \$142,710,484 for the preceding fiscal year, as reported by O. P. Austin, chief of the bureau of statistics.

Exports.

Buckwheat exports for the 11 months prior to June 1 were 316,379 bus.; compared with 31,006 bus. for the corresponding months of 1903-4.

Broom corn exports for the 11 months were valued at \$209,722, compared with \$211,868 for the same months of the preceding season.

Glucose exports for the 11 months were 154,384,481 pounds, compared with 142,683,469 pounds for the corresponding months of the preceding season.

Malt exports during the 11 months amounted to 445,315 bus., compared with 404,643 bus. for the corresponding months of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics.

Elevator of Union Grain & Hay Co., Cincinnati.

Few elevators have an equipment so complete as that of the Union Grain & Hay Co., at Cincinnati, O., which is illustrated in the engraving herewith.

The main building is 48 ft. wide, 92 ft. long and 123 ft. high, of cribbed construction and covered with galvanized corrugated iron. The 31 bins have a storage capacity of 150,000 bus.

From the receiving sinks the grain is elevated to the cupola by two stands of elevators, weighed in a 2,000-bu. hopper scale and distributed to the bins by Universal Iron Trolley Spouts. The two elevators have a capacity to unload 5 cars per hour. The cars are shifted by a car puller and unloaded with power shovels.

Ear corn is handled by a drag conveyor from car to a short stand of elevators discharging into a No. 3D New Process Dustless Warehouse Corn Sheller, Separator and Cleaner of 800 to 1,200 bus. capacity per hour. From this machine the shelled corn is spouted to a handling leg, elevated and distributed to bins. The cobs can be handled in the same manner or conveyed to the engine room.

On the first floor is a No. 10 Bowsher Feed Mill, a combined oats clipper and cleaner and a combined wheat separator and scourer. From the cleaning machines the grain is elevated by two legs. The first floor also contains two automatic weighing and sacking machines having a capacity of 1,500 bus. each per hour.

One of the bins contains a grain drier situated midway between top and bottom. On the scale floor are two 100,000-pound hopper scales. A complete dust collecting system keeps the house clean, the dust going to furnace under the boilers.

Under the entire elevator is a basement having a concrete floor. Another desirable feature is the supporting of the cupola over the bins on independent posts. The car entrances are closed by rolling steel doors.

The power house is a brick building, 48x53 ft., containing two automatic engines of 125 h. p. each and horizontal tubular boilers of corresponding capacity.

The building at the side of the elevator is 125x75 ft. and is used for the storage of hay, chop feed and ear corn. The plans of the elevator were made by James Stewart & Co., who also erected the buildings.



Elevator of Union Grain & Hay Co., Cincinnati, O.

Grain Trade News

ARKANSAS.

Texarkana, Ark.—The Fouke-Shepard Grain & Commission Co. has succeeded the Texarkana Grain Co. in the wholesale grain business.

Little Rock, Ark.—R. T. Brook, who recently moved from Oklahoma to Yellville, contemplates starting a flour mill here with capacity 200 barrels per day, which will be increased later to 500 barrels.

CALIFORNIA.

San Francisco, Cal.—C. H. Huffman, a well-known grain and flour merchant of the state, died here recently.

San Francisco, Cal.—The Pacific Grain Co. will open a branch house. W. C. Ripley will have charge of the business.

San Francisco, Cal.—The Merchants Exchange Club gave its first entertainment in the club rooms on the evening of July 7. About 100 members and their friends were present. The program was heartily enjoyed and the festivities continued until a late hour.

San Francisco, Cal.—The amendment to the rules of the Merchants Exchange to provide for the delivery of Walla Walla wheat without the discount of 5 cents, has been adopted by the directors, effective July 5, as follows: Sec. 10. On making delivery on "time contracts" of No. 1 wheat, seller shall have the right to deliver in lots of two thousand (2,000) cents either No. 1 white wheat or No. 1 Sonora wheat, the Merchants Exchange standard; or No. 1 bluestem or Walla Walla wheat, as per standards established or adopted by the Merchants Exchange. Should No. 1 Sonora wheat be delivered, seller shall allow to buyer $2\frac{1}{2}$ ¢ per cental. Sec. 11. The allowances in Section 10 of this rule are subject to change when recommended by the committee on grain. Such changes are to be determined by the quality of the season's crops and the relative values of the different descriptions of wheat in foreign markets, provided that under no circumstances shall the allowance on No. 1 Sonora wheat be less than $2\frac{1}{2}$ ¢ per cental.

CANADA.

Arcola, Assa.—The farmers have enlarged and improved their eltr.

Vonda, Sask.—Jas Mack, of Prince Albert, will build an eltr. and mill.

Winnipeg, Man.—Randall, Gee & Mitchell, of Minneapolis, have opened an office in Winnipeg.

Ponoka, Alta.—The Alberta Flour Mills Co., of Edmonton, has let the contract for the erection of a 30,000-bu. eltr.

Winnipeg, Man.—The congested condition of the July wheat option in the Winnipeg market has caused loss to sellers who could not deliver the grain.

Minto, Man.—J. W. McKinstry, of Beaver Dam, Wis., is settling up the estate of his brother, O. W. McKinstry, the late grain dealer, who died May 19, at West Baden, Ind.

Winnipeg, Man.—The Lake of the Woods Milling Co. will build 10 eltrs. at a cost of \$50,000 this season. The locations have not been determined as yet, but will be distributed over the whole west.

Winnipeg, Man.—The Canadian Eltr. Co. has secured a site at Davidson and will build an eltr. The company also contemplates building eltrs. at Craik, Dundurn, Girvin and Hanley, new towns on the C. N. Ry.

Wetaskiwin, Alta.—A man who had collected \$6,150 in negotiable notes for the erection of an eltr. at Camrose, or any other point which the subscribers desired, disappeared with the money and is being sought by his dupes.

Victoria Harbour, Ont.—The C. P. Ry. contemplates building large eltrs. here, its newly selected terminus on the great lakes, from which there will be all-rail transportation to Montreal, saving 150 miles compared with Owen Sound.

St. Boniface, Man.—The Western Canada Flour Mills Co. will build its 500,000-bu. eltr. of solid concrete and in the tank style. The working house will be of wood covered with corrugated iron. The company will build a line of eltrs. in addition to the 50 which it already owns.

Winnipeg, Man.—A hearing of the suit of Wright v. Crown Grain Co. was held July 17. The suit was started to enforce several mechanics' liens on the eltr. built for the Crown Grain Co. at St. Boniface. The largest claim is \$2,020 for installing Day's dust collecting system in the eltr.

Calgary, Alta.—The stations at which the Calgary Colonization Co. will build eltrs. are Red Deer, Calgary, Crossfield, Carstairs, Didsbury, Olds, Innisfall, Lacombe, Ponoka, Wetaskiwin, Leduc, Strathecona, Okotoks, High River, Nanton, Stavelly, Claresholm, Lebans, Pincher Creek, Lethbridge, Cardston and Raymond.

Winnipeg, Man.—The Dunsheath-McMillan Co. has been organized to engage in the grain commission business of western Canada. Mr. Dunsheath has been connected with the grain business of Manitoba and the Territories for the past 10 years and is a member of the Grain Exchange and the Clearing Assn. The company will handle consignments of all kinds and make a specialty of option trading.

Lucknow, Ont.—The litigation regarding the farmers co-operative eltr. has been settled by Judge McMahon deciding that Jos. Meyers, the purchaser of 126 shares, has no cause of action, and must wait for the certificates to be transferred to him. The Lucknow Eltr. Co. was organized 5 years ago and was a losing investment until \$1,000 was borrowed. Meyers has been trying to buy a controlling interest.

Winnipeg, Man.—In the suit of Perry against the Manitoba Milling Co. Chief Justice Dubuc, on July 12, gave Perry judgment for the full amount due on a

car of wheat. The contract specified "shipment first half October; Fort William weight." The grain was loaded Oct. 13, and the shipping bill was signed Oct. 17 by the train conductor. The bill of lading was handed to the milling company Oct. 19. The car was weighed at Port Arthur instead of at Fort William. The court took the view that it was immaterial whether the grain was weighed at Port Arthur or Fort William, and that the loading of the car Oct. 13 was equivalent to shipment the first half of the month.

Keewatin, Ont.—The Keewatin Flour Mills Co., Ltd., of Ottawa, has contracted with the Macdonald Engineering Co. for the erection of a large milling and eltr. plant at Keewatin. The total expenditure will be \$750,000, which will include the development of 2,000-h. p. on the company's site, between the Lake of the Woods and the Winnipeg River. The buildings will be built fireproof of steel and reinforced concrete. The eltr. will have a capacity of 500,000 bus. and the output of the mill will be 5,000 barrels per day. Work has commenced and the whole plant is to be ready for operation next spring. In addition to this plant the company will buy or build and operate a line of eltrs. thruout the entire Canadian west.

Goderich, Ont.—The grain stored in the eltr. of the Goderich Eltr. & Transit Co., which burned July 3, was owned by Jas. Richardson & Son, of Kingston, Caruthers & Co. and C. B. Watts, of Toronto; E. R. Wayland, Ft. William; Harris, Scotten Co., Chicago; Stark Bros. and J. F. Taylor & Co. and Parrish & Lindsay, Winnipeg. The engine house was little damaged. Insurance on eltr., \$30,000. Parrish & Lindsay had \$30,000 insurance on their grain. S. McNairn, of S. McNairn & Co., of Toronto, has purchased the grain salvage for \$14,350. The other principal bidders were Geo. McEwan and D. Urquhart, of Hensall, and Jas. Richardson & Son, of Kingston. Representatives of Buffalo firms also participated in the bidding.

CHICAGO.

The old corporation of Hulburd, Warren & Co. has been dissolved.

The receivers of Knight, Donnelley & Co. will soon pay a dividend to creditors.

John H. Herron, formerly with Fyfe, Manson & Co., is now with Milmine, Bodman & Co.

The directors of the Board of Trade have indefinitely postponed Lloyd J. Smith's application for reinstatement.

Speculation in wheat has increased to such an extent that commission firms on July 21 transacted the largest business since a year ago.

The first car of new oats was received July 19, from Galesville, Ill. The oats were inspected No. 4 white and sold at 30 cents f. o. b.

The Paul Pohl Brewing Co., incorporated, \$125,000 capital stock, as maltsters. Incorporators, Paul Pohl, Julius Goldzier and Adolph S. Froelich.

The American Malting Co. has let the contract for the construction of five concrete storage tanks at Kensington to B. H. Stahr. The tanks will be 25 ft. in diameter and 75 ft. high.

Rye 2 years old loaded into the steamer Montegale at the Calumet C

eltr. recently was appealed by Hulburt, Warren & Chandler, with the result that grade was lowered from No. 2 to No. 3.

Traffic Manager Boyd has obtained a rate of 7 cents on wheat from east Mississippi River points to Toledo and Detroit, thus equalizing the rates thru Chicago against those from Missouri River points via St. Louis.

E. F. Rowland, accused of bucket-shopping, and at one time a partner of Geo. T. Sullivan, is charged with having misrepresented his credit to banks that made loans to him. Rowland has disappeared and warrants have been issued for his arrest.

Geo. Hunt, of Sterling & Hunt and a Board of Trade broker, died July 22, aged 42 years. He was taken ill while in the corn pit on July 21, but recovered sufficiently to be taken to his home later in the day. He was formerly connected with Armour & Co.

The four eltrs. of the bankrupt Chicago Terminal Railway Eltr. Co. will soon be disposed of. These are the Iowa, Galena, Union and City. Two are in process of condemnation by the drainage canal trustees, and a number of applications for the land on which two others stand have been received by John S. Goodwin, trustee.

While trading in puts and calls is not permitted by the Board of Trade, those members of the speculative fraternity who are known to be "all right" are offered all the privileges they care to buy. This state of affairs is very unsatisfactory to brokers who will not indulge in unlawful practices. The directors of the Board of Trade have been petitioned to strike out of the rules the clause providing a penalty for trading in privileges. Members thus will be enabled to trade in privileges without fear of being disciplined.

Mrs. Amanda E. Stichtenoth, of Cincinnati, has been granted her petition for a receiver for Sidmon McHie, the bucket-shop operator, who was a stockholder in the Central Grain & Stock Exchange at the time her husband suffered loss in wheat speculations thru that concern. Mrs. Stichtenoth holds a judgment for \$8,000. Judge Bethea, of the federal court, appointed the Equitable Trust Co. receiver, and enjoined the Chicago National Bank from releasing McHie's money. Since the dissolution of the Central Grain & Stock Exchange 3 years ago McHie, has been conducting the Hammond Eltr. Co.

E. B. Boyd, traffic manager of the Board of Trade, has given notice of a reduction in grain rates effective July 17, 19 and 25. Western roads will make one rate to Chicago on coarse grain from Iowa and South Dakota points, which will apply alike on all business, local or through, domestic or export, on shipments destined to Buffalo, Pittsburg and east thereof. (Note: Mississippi River billing still in effect to Central Freight Association territory, west of Buffalo-Pittsburg, when lower than the locals to and from Chicago.) On account of lower than local rates to Chicago on wheat when destined to Buffalo, Pittsburg and the east, the Chicago, Milwaukee & St. Paul, the Chicago Great Western and the Minneapolis & St. Louis-Illinois Central publish proportional tariffs, but the rates shown therein on coarse grain will be found the same as the flat local rates to

Chicago. The Illinois Central's proportional tariff has been reissued, but corresponding changes in its local rates have not yet been made in line with the changes of other roads. The new rates apply on all grain on the Rock Island and Northwestern, and to coarse grains only on the St. Paul, Great Western, Minneapolis & St. Louis and Iowa Central.

COLORADO.

Ft. Collins, Colo.—Moore & Jackson have purchased the Ault Eltr. C. O. Jackson will manage the business.

Denver, Colo.—The F. C. Ayres Mercantile Co. has opened up temporary offices which it will occupy until its plant can be rebuilt, which will begin at once.

Boulder, Colo.—The mill of the Boulder Farmers Mill & Eltr. Co. burned July 7 with \$10,000 worth of grain. The fire was first seen in the engine room and basement and is thot to have been of incendiary origin, as there had been no fire in the building for over 24 hours, and evidences of an attempt at burglary were found on entering the office of the mill during the fire. The safe had been opened with a crow bar, but no money was secured, as the mill had been closed for a week, owing to dullness of the market, and no funds were in the safe. The steel grain tank of the company was badly warped by the heat. The office and brick warehouse were also in danger until a change in the wind blew the flames away from these buildings. Loss, \$35,000; insurance, \$29,000. Neil D. McKenzie is pres. of the company. It is thot the mill will be rebuilt.

IDAHO.

Sweetwater, Ida.—The J. Alexander Co., Ltd., is building warehouses, 50x150 ft. each, at Sweetwater and Lapwai.

Troy, Ida.—F. M. & E. Green has purchased the warehouses and mill of Jolly Bros. and have leased the plant to the Vollmer-Clearwater Grain Co., which will continue the business.

Rigby, Ida.—About 20,000 acres in the upper Snake River valley have been planted to sugar beets this year, which has cut down the wheat acreage considerable. The sugar beet industry is assuming large proportions in this part of Idaho.—Rigby Hardware, Lumber & Mfg. Co.

ILLINOIS

Sherman, Ill.—Robert C. Cox is building an eltr.

Grayville, Ill.—The Oxford Milling Co. has been dissolved.

Edinburg, Ill.—Geo. A. Walker will build an eltr. this summer.

Mt. Vernon, Ill.—The Jefferson Mill Co. will build a small eltr.

Taylorville, Ill.—Geo. A. Wacker will build an eltr. to cost \$5,000.

Granville, Ill.—A. C. Kaiser has taken charge of the eltr. for R. Fiddler & Co.

Owaneco, Ill.—W. H. Barrett & Bro. have enlarged and remodeled their eltr.

Sycamore, Ill.—The 17,000-bu. eltr. for John L. Murphy has been nearly completed.

Camargo, Ill.—Kaga & Co. have installed a Bowlus Automatic Scale in their new eltr.

McVey, Ill.—C. B. Munday & Co. are repairing their eltr. and installing new machinery.

Mattoon, Ill.—The Cleveland Grain Co. will install a Bowlus Automatic Scale in its eltr.

Plano, Ill.—Jeter & Jeter will raise their eltr. 15 ft. and install a new dump and loading spout.

Tuscola, Ill.—F. M. Powell has not succeeded C. L. McMasters, as erroneously stated in this column July 10.

Albion, Ill.—S. F. Eppler has succeeded S. F. Eppler & Son, his son Elbert having retired to engage in other business.

Pontiac, Ill.—S. L. Morrison has succeeded Morrison & Waters, having purchased the interest of C. R. Waters.

Pierron, Ill.—Phil M. Essenpreis is putting up new driveways and has installed a new 30-h. p. gasoline engine.

East Lynn, Ill.—W. H. Westbrook, of Payton, has purchased the eltrs. of Risser & Rollins at East Lynn and Reilly.

Peoria proposes to take good care of those who attend the annual meeting of the Illinois Grain Dealers Assn. next June.

Tower Hill, Ill.—The eltr. of the Tower Hill Eltr. Co. which burned Feb. 12, will be rebuilt. C. R. Barton is interested.

Buckingham, Ill.—The addition to the eltr. of Inkster Bros. has been about completed and the machinery will soon be installed.

Millshoals, Ill.—The new eltr. for W. S. Roadman & Son is being equipped with Bowlus Automatic Scales for weighing grain to the car.

Waddams Grove, Ill.—H. A. Hillmer & Co., of Freeport, have leased the eltr. of Dan J. Keeley's Sons. L. F. Keeley will have charge.

Tuscola, Ill.—R. & J. Erwin have completed repairs on their eltr. and have installed one of the Bowlus Automatic Weighing Machines.

Munster, Ill.—The Garfield Grain Co., at Garfield, will remodel its eltr. It is contemplating the purchase of the new eltr. of W. D. Winter.

La Rose, Ill.—The La Rose Grain Co. is having repairs made to its Alton and Santa Fe houses by the Burrell Engineering & Construction Co.

Bourbon, Ill.—John Sipp is installing a Bowlus Automatic Scale. He has never before had any way of weighing grain to the car from his eltr.

Industry, Ill.—Ellis & Wagner, of Deer Creek, are moving one of their eltrs. here, where A. S. Ellis, a brother of J. A. Ellis, of the firm, will have charge.

Sycamore, Ill.—Geo. W. Hunt has let the contract to the Burrell Engineering & Construction Co. for the erection of a 15,000-bu. eltr. to have electric power.

Harmon, Ill.—Frank Hettinger has succeeded Hettinger & King. Mr. Hettinger will install a feed mill and handle all kinds of feed and flour in car lots.

Adrian, Ill.—The Farmers Eltr. Co. will build an eltr. in the near future. The company offered \$2,500 for the eltr. of the Newton Grain Co., but were refused.

Mortimer, Ill.—The eltr. of W. F. Banta burned July 10 with 2,000 bus. of grain. The fire is supposed to have been started by a hot box in the machinery.

Loss, \$16,000; insurance, \$12,000. This is the second eltr. that has burned in the last 3 years.

New Windsor, Ill.—Merryman, Spivey & Co. have succeeded Hough & Spivey, F. L. Hough having retired. The firm has also succeeded M. J. Merryman at Griffins and Preemption.

Douglas, Ill.—The eltr. of Jos. Potter burned July 15 with 2,300 bus. of oats. Loss about \$5,000; insurance, \$3,000. It is that that the fire was started by a spark from a locomotive.

Pesotum, Ill.—Condon & Riemke have succeeded Condon & Malaney, J. T. Riemke having purchased the half interest of Edw. Malaney. Mr. Riemke has been with the firm for some time.

Hopwood, Ill.—Hopwood Bros.' eltr. has nearly been completed by the Burrell Engineering & Construction Co. The house has 40,000 bus. capacity, 2 legs, Monitor Cleaner, Fairbanks-Morse Gasoline Engine.

Sullivan, Ill.—E. B. Fidler & Co. will make improvements in the plant recently purchased from Quinn Bros. It is understood that both of the Quinn brothers will go west with their families. The sale of this plant was made thru C. A. Burks.

Grand Ridge, Ill.—The Atlas Grain Co. is erecting an eltr. on the site of the house burned a year ago. The new eltr. is wood sided, and equipped with Fairbanks-Morse Gasoline Engine. The Burrell Engineering & Construction Co. is doing the work.

Kinsman, Ill.—The Highland Grain Co. incorporated, \$7,500 capital stock, to deal in grain and building materials. Incorporators, C. C. Davis, J. E. Maley and Geo. E. Maley. Chas. C. Davis has taken possession of the eltr. recently purchased from Tim Hartly.

Morton, Ill.—The Farmers Grain & Live Stock Co. has offered a reward of \$450, and the National Board of Underwriters offers \$300, for the detection and punishment of the person who fired the eltr. of the Farmers Grain & Live Stock Co. on Oct. 29, 1904.

Windsor, Ill.—Moberly & Co. are building a 60,000-bu. oat eltr. The structure is 44x88 ft. and has a concrete foundation, while the foundations under the driveways is brick, and 8 wagons can be unloaded at the same time. They will buy a portable dump to fill the 2 bins.

Island Grove, Ill.—C. R. Lewis & Co. have let the contract to the Burrell Engineering & Construction Co. for a 20,000-bu. eltr. to be erected near that station. The house will be iron covered, equipped with gasoline engine and the new B. S. Constant U. S. Sheller and Cleaner.

Kampsville, Ill.—Altho the foundation has been completed for the new eltr. of Schultz, Baujan & Co., the Burrell Engineering & Construction Co. has been delayed in erecting the superstructure by the floods in the Illinois River. The house will be iron sided and equipped with gas engine.

Orleans, Ill.—The eltr. of Hubbs, Lewis & Beggs burned recently. The fire is that to have been of incendiary origin as it is reported that all the doors of the eltr. were found open by the man who discovered the fire, altho they were closed when the employes quit work in the evening. The eltr. may not be re-

built by Hubbs, Lewis & Beggs, but it is said that one will be built.

Somonauk, Ill.—The Farmers Eltr. Co. incorporated, \$12,000 capital stock, to deal in grain, fuel and building materials. Incorporators, Wm. George, Henry A. Rompf and E. H. Dannewitz.

Millersville, Ill.—The grain and hay firm of Stephenson & Neal has been dissolved, Mr. Neal succeeding to the business. Mr. Stephenson will go to Memphis, Tenn., to engage in the commission business.

At the hearing before the state railroad and warehouse commission at Springfield July 11 the Chicago Shippers Assn. withdrew from the fight for the reduction of rates from Chicago to certain Illinois points. The roads have promised the Chicago shippers a reduction of 32 per cent in order to avoid a horizontal reduction over the entire state. The commission has taken the matter under advisement.

Chambersburg, Ill.—Edw. Irving is tearing down the old grain warehouse on McGhee Creek and will use the timbers for a building on his farm. This warehouse is 32x100 and was built about 20 years ago, but was not used but 2 or 3 seasons before it was sold to a farmer because the creek on which it is located, and which empties into the Illinois River, does not get high enough very often to load grain out, and the enterprise was never a success.

INDIANA.

Waterloo, Ind.—J. C. Boyer & Co. are building their eltr.

Acton, Ind.—O. L. Means has purchased the eltr. of Means & Senour.

Monticello, Ind.—The Loughry Bros. Milling & Grain Co., recently incorporated, has succeeded Loughry Bros.

Hazellrigg, Ind.—Morrison & Finch, of Lebanon, have succeeded H. C. Clark. The business will be operated from the Lebanon office.

Waterloo, Ind.—The eltr. for D. L. Leas has been completed and the machinery installed. A gas engine will furnish the power.

Fairland, Ind.—The Nading Mill & Grain Co. has purchased the eltrs. of Means & Senour at Fairland, London and Boggsstown.

Harrisville, Ind.—The Pierce Grain Co. has let the contract to N. A. Grabill for the increasing of the capacity of its eltr. 15,000 bus.

Princeton, Ind.—The new eltr. for the Witherspoon & Barr Co. has been completed by the Burrell Engineering & Construction Co.

Walls, Ind.—The Lake Shore Ry. Co. will build an eltr. which will be leased by C. H. Johnson, who will engage in the grain business.

Berne, Ind.—The Berne Grain & Hay Co. has installed a 40-h. p. boiler and 30-h. p. engine, N. A. Grabill having contracted for the work.

Indianapolis, Ind.—The National Grain Co. has increased its capital stock from \$1,000 to \$15,000. The directors are J. G. Harmann, A. H. Wilkinson and B. J. Prater.

Larwill, Ind.—Geo. Ream and Samuel Tremley have purchased the eltr. of H.

B. Whittenberger and will move it across the Pennsylvania tracks. Mr. Whittenberger had been in the business here for 21 years.

Hammond, Ind.—The plant of the Western Grain & Produce Co. in West Hammond burned July 7. The storehouse was struck by lightning and the whole building was ablaze before an alarm was turned in. Loss, \$90,000.

Union City, Ind.—The Pierce Grain Co., recently incorporated, has had 3 Constant Patent Feeders installed by N. A. Grabill. The company will build and operate eltrs. in Indiana and Ohio. C. G. Pierce is pres. and C. L. Northlane secy.

Francesville, Ind.—A. E. Malsbary has resigned his position with the Crabb-Reynolds-Taylor Co., to take effect Aug. 1, and in September will go to New Richmond to take charge of the eltr. which he recently purchased from John McCardle.

Sandborn, Ind.—Peter Hill has completed his 30 ft. square addition to his eltr. It is equipped with 4 overhead dumps, the capacity of the largest dump being 4,000 bus. Heretofore sacks have been used and the dump will be able to handle the wheat in about 1-20 of the time.

Brass Creek, Ind.—John W. Maroney is a farmer and would-be scoop-shovel shipper. He has no facilities whatever for engaging in the grain business and is in nowise entitled to any consideration from grain receivers. E. F. Buchanan is the only regular dealer at this station and has facilities which entitle him to recognition.

Winchester, Ind.—The Goodrich Bros. Hay & Grain Co. has purchased the eltr. of the Winchester Eltr. Co. The new owners have moved the house on their own site and are making it 15 ft. higher and building 24 ft. more of eltr. to it. Huntley Cleaning Machinery is being put in. The plant is equipped with a 50-h. p. gas engine and 4 dumps.

New Castle, Ind.—G. & W. B. Starr, of Winamac, have purchased the eltr. of Logan Henshaw. Mr. Henshaw will go to the Pacific Coast in the fall, where he will reside in the future. He formerly was engaged in the grain business in the west, and for 2 years was on the Pacific Coast. He has been in business in New Castle for a number of years, and for the past 10 years has purchased the larger part of the wool in Henry county.

Indianapolis, Ind.—The McCardle-Young Co. has been organized by John W. McCardle, formerly in business at New Richmond, Ind., Jas. Hodge and Jesse Young, of the United Grain Co., of Toledo. The capital is \$25,000. The new firm will begin business on Aug. 1. In buying and shipping grain the new firm will give Indianapolis weights and inspection, instead of terminal weights and inspections. Mr. Hodge was a member of the firm of Paddock, Hodge & Co., which was merged with the United Grain Co. Mr. McCardle but recently sold his eltr. at New Richmond to A. E. Malsbary.

INDIAN TERRITORY.

Ardmore, I. T.—J. B. Brady is new in the grain business.

IOWA.

Bonair, Ia.—Tom Bird, of Marcus, has purchased the eltr. of Flemming Bros.

Balfour, Ia.—Judson & Carter have installed a 12-h. p. gasoline engine in their new eltr.

Dakota City, Ia.—The Akron Milling Co. will dismantle its mill and use it as a grain storage warehouse.

Corley, Ia.—Claus Albers has moved his old eltr. to his farm and will build another house on the site.

Hansell, Ia.—The Anchor Grain Co. is building a 25,000-bu. eltr. to replace the house burned some time ago.

Mapleton, Ia.—W. J. McCurdy has resigned his position as mgr. for the Neola Eltr. Co., his resignation to take effect Aug. 1.

Bode, Ia.—The Farmers Eltr. Co. has purchased the eltr., lumber yard and coal houses of C. J. Hilland & Co., taking possession July 15.

Oakland, Ia.—The Des Moines Eltr. Co. is overhauling its eltr. and installing a 15-h. p. Witte Gasoline Engine to replace steam power.

Inwood, Ia.—Wm. Tillotson, formerly agt. for the Terwilliger & Dwight Co., has removed to Arco, Minn., where he has not an interest in an eltr.

Rolfe, Ia.—Clark Brown has sold his eltr. at Bradgate and has removed to Rolfe, where he will have charge of one of the eltrs. for the Rolfe Grain Co.

Ayrshire, Ia.—The Farmers Eltr. Co. has purchased the eltr. of DeWolf & Wells for \$5,200. Geo. Edwards is pres. of the company and Mr. Cotter secy.

Melvin, Ia.—The Grain Growers Incorporated Co-operative Assn. incorporated, \$25,000 capital stock, to buy, sell and deal in grain and all kinds of farm products.

Carson, Ia.—C. K. Johnson, of Valparaiso, Neb., has exchanged a large tract of land near Valparaiso for the grain eltr. of Smith, Reed & Co., owners of the Carson sugar mills.

Walcott, Ia.—The Farmers Mutual Eltr. Co. expects to succeed Schwarting & Co. It is said that the new company will not open up for business this year because of the poor crop prospect.

Charles City, Ia.—H. J. Sahs, formerly of Sahs & Schievelbein, of Humboldt, S. D., has located here and has purchased the eltrs. of T. J. Ryan at Doubleday and Ernie. He will remodel the eltrs. and install new machinery.

Sioux City, Ia.—The Blenkiron Grain Co. has been organized with J. E. Blenkiron, pres.; L. S. Blenkiron, of Randolph, vice-pres.; Simon Fritzon, mgr. The company will operate a line of eltrs. in eastern Nebraska.

Davenport, Ia.—The Davenport Eltr. Co. held its annual meeting July 11. No change was made in the officers of the company, Josiah Dow being re-elected pres., A. H. Lamp vice-pres., John F. Dow secy. and treas.

Coon Rapids, Ia.—The stockholders of the Farmers Eltr. Co., that failed a few years ago, paid in on their stock and assessments about \$8,000, which was all used to pay the indebtedness of the company, and the taxes of the plant are still unpaid, the farmers losing everything.

Harlan, Ia.—Only 300 bus. of wheat and about a carload of corn were in the eltr. of Dow & Sandham when it burned.

The firemen were handicapped in fighting the fire because of the distance of the nearest hydrant. The firm has opened a temporary office and will begin the erection of another plant as soon as possible.

Council Bluffs, Ia.—The Trans-Mississippi Grain Co. is unable to continue work on the erection of its eltr. because the site is covered with water from the recent overflow from the Missouri river. The company will grade the site up and work may be delayed so that the eltr. will not be completed to handle this year's crop.

Cedar Rapids, Ia.—Work has been stopped on the cement bins of the Bosch Consumers Barley & Malt Co.'s new plant. Bins are up about 35 ft., but it seems that work is not satisfactory; hence the bins must be razed. The new mill building of the American Cereal Co. is about complete and the elevator is about half up.

KANSAS.

Scott, Kan.—J. B. Loughran will build an eltr.

Voda, Kan.—Ross & Waldo are building an eltr.

Wheeler, Kan.—Cooper & Linn will build an eltr.

Studley, Kan.—E. F. Madden, of Hays City, will build an eltr.

Windom, Kan.—W. J. O'Neil is buyer for the Farmers Eltr. Co.

Aurora, Kan.—A. L. Key & Co. have succeeded N. Gennette & Co.

Ingalls, Kan.—The Rock Grain Co., of Great Bend, will build an eltr.

Kiowa, Kan.—The eltr. for T. V. Brown has been nearly completed.

Bennington, Kan.—S. R. Dillinger is the new mgr. for the Midland Eltr. Co.

Hays, Kan.—A. W. Frank & Co. are installing an improved Hall Distributor.

The new Kansas wheat grades are given in another column of this number.

Lamberton, Kan.—The eltr. of Geo. A. Harbaugh was struck by lightning recently.

Athol, Kan.—The Athol Co-operative Grain Co. incorporated, \$10,000 capital stock.

Scranton, Kan.—The erection of an eltr. is contemplated. Frank Michaels is interested.

Enterprise, Kan.—C. Hoffman & Son Milling Co. incorporated, \$200,000 capital stock.

Sharon, Kan.—Geo. A. Harbaugh, of Alva, will build an eltr. E. S. Rule will have charge.

Bonner Springs, Kan.—Mr. Sarbach, of Holton, and T. A. McNieve will build an eltr. at Emmett.

Larned, Kan.—The 25,000-bu. eltr. for the Pawnee County Grain & Supply Co. has been completed.

Hazleton, Kan.—Kelly Bros., of Corwin, have purchased the eltr. of O'Neil, Kauffman & Pettit.

Kensington, Kan.—L. C. Ahlborn has purchased the eltr. of H. R. Sheldon and has taken possession.

Pittsburg, Kan.—The Pittsburg Eltr. Co. has purchased the eltr. of the Sandford-Robinson Lumber Co.

Guy, Kan.—E. F. Madden, of Hays City, will build an eltr. Chas. Currier

has let the contract for the erection of an eltr.

Moran, Kan.—Lacey & Lacey have purchased an old hay barn and have remodeled it for a grain dump.

Wichita, Kan.—The bill of lading swindle attempted by W. F. Burke is fully reported elsewhere in this number.

Iola, Kan.—Harry Crocker has engaged in the grain and hay business in connection with the Newton Milling Co.

Wellington, Kan.—W. W. Deck has resigned his position of deputy state grain inspector and is now with the Arkansas Milling Co.

Otis, Kan.—The Farmers Grain & Lumber Co. has succeeded John A. Creed. Mr. Creed has removed to Twin Falls, Idaho.

Marysville, Kan.—L. H. Hammett, formerly in the grain business at Schroyer, has taken charge of the eltr. for the Midland Eltr. Co.

Jamestown, Kan.—E. A. Anderson, of Beloit, has purchased a half interest in the eltr. of Sol Hart and the new firm will be known as Hart & Anderson.

White Cloud, Kan.—John Lynds has raised his cob house 15 ft. and will turn it into bins to increase his capacity. A driveway and dump will be underneath.

Shields, Kan.—J. H. Bitner has increased the capacity of his eltr. by the addition of new machinery. A 15-h. p. Witte Gasoline Engine has been installed.

Smith Center, Kan.—H. R. Sheldon, of Kensington, is building a 20,000-bu. eltr. and expects to be doing business here by Sept. 1. G. H. Birchard has the contract.

Silica, Kan.—The eltr. for the Ellinwood Grain & Supply Co., of Ellinwood, has been about completed. It has a storage capacity of 15,000 bus. and is built of galvanized iron.

Anson, Kan.—Smith & Klock, of Hennessey, Okla., have purchased for \$2,000 the eltr. of J. A. Seitz and have succeeded him. Mr. Seitz will continue his lumber and coal business.

Medicine Lodge, Kan.—Geo. A. Harbaugh, of Alva, has let the contract for the erection of an eltr. with capacity for 8,000 bus. of grain. C. W. Wilson will have charge of the house.

Halstead, Kan.—The Halstead Milling & Eltr. Co. is building a 25,000-bu. addition to its eltr., increasing the storage capacity to about 175,000 bus. The eltr. for the Farmers Eltr. Co. has been about completed.

The Farmers Co-operative Grain & Live Stock Assn., that was supposed to become absorbed by the Kansas Co-operative Assn., it seems, never showed up with any assets and is now known as a co-operative failure.

Pretty Prairie, Kan.—John Bixler was injured by a fall at the eltr. of the Rock Milling & Eltr. Co. July 17 while helping to put in a new dump. In his fall he struck some pieces of timber, which tore the muscles of his leg badly.

Whiting, Kan.—The eltr. of Hedge & Brown at Straight Creek, on the Rock Island road between Topeka and Horton, burned July 13 with a carload of wheat on the siding. The fire is thought to have started in the boiler room. Loss, \$2,500.

Argentine, Kan.—Herman Alleman was seriously injured July 15 at the new Santa Fe eltr. which was opened July 13. He was

being lowered to the ground from the top of the eltr. by a rope, which slipped letting him fall a distance of 35 ft. J. J. Shneider will have charge of the eltr.

Topeka, Kan.—State Grain Inspector J. W. Radford has appointed J. W. Percy as inspector at the new station at Concordia and A. C. Post has been given temporary charge of the Winfield office. The establishment of inspection offices at Kingman and Hays City is being considered.

St. Paul, Kan.—The office of the Chanute Grain Co. was broken into July 1 and a number of notes and 2 razors were taken. The notes were of no value to anyone but the Chanute Grain Co. and the razors were worth probably a dollar, but the loss of the notes will hinder the agt. of the company in his collections.

McPherson, Kan.—The McPherson Farmers Eltr. Co. has been organized with \$10,000 capital. The company has leased the eltr. of the Peavey Eltr. Co. for 1 year at a rental of \$500. Frank Hawthorn will manage the business. The officers of the new company are G. W. Mathes, pres.; Dave Grant, secy.; D. F. Kuns, treas.

Wichita, Kan.—The Capital Grain Co., of Guthrie, Okla., has brot suit against Geo. Hannington for \$230 damages sustained in a shipment of wheat on Apr. 1. The petition states that an agreement was entered into by which the defendant was to pay 96 cents per bu. for 2,875 bus. of wheat, shipped from Lahoma, Okla., to Wichita. According to the contract the consignee was to notify the grain company as to particulars of shipping bills within 10 days, which, it is stated, was never done, and up to present time the defendant has not complied with this part of the contract. In consequence of this neglect the wheat had to be sold at a loss of 8 cents per bu.

Agra, Kan.—The Agra Shipping Assn. recently received notice from the Rock Island road to move its eltr. from the right of way within 30 days. A notice was sent out some time ago to this company and the State Eltrs. to increase the capacity of their eltrs. to 20,000 bus. or their property must be removed from the right of way. The State Eltrs. agreed promptly, but the Shipping Assn. said theirs was large enough. It now has capacity for 12,000 bus., with room to store 3,000 more if necessary. The railroad contends that the new law compels roads to furnish cars for transporting grain within 3 days after receiving request, or pay a fine for damages, and the road considered the eltrs. at Agra too small to enable the company to meet the requirement of the statute.

La Crosse, Kan.—E. J. Smiley, secy. of the Kansas Grain Dealers Ass'n, will be released from jail July 31. Mr. Smiley's fine of \$500 was paid by the Ass'n. Unfortunately for Mr. Smiley he had his personal account with the First National Bank of Topeka, which failed. The funds of the Ass'n also were deposited in the same bank, by order of the Ass'n. Mr. Smiley says: It was a vacation to me. I needed a rest and had it. I gained fifteen pounds. My family felt the humiliation of my imprisonment, but I feel that there was no disgrace attached to it, for I did not intentionally violate any law, and I believe the public feels as I do about it. July 31 I will close my tem-

porary office at La Crosse and resume the transaction of business in the office of the secretary of the Kansas Grain Dealers Assn. in Topeka.

Wichita, Kan.—The C. B. Gaunt Grain Co. is remodeling the eltr. recently purchased from Thomas & Hornecker and increasing the capacity to 50,000 bus. New machinery will be installed, including a No. 7 Barnard & Leas Separator. The eltr. will be used as cleaning house for all the eltrs. of the company. The capacity of the cleaner will be 1,200 bus. per hour. A 50-h. p. Olds Gasoline Engine will be installed. The house will be so arranged that should a greater capacity be needed a steel storage tank can be erected and operated in connection with the eltr. Work has been begun on the 75,000-bu. eltr. for the Robb-Bort Co. It will be of steel construction with steel storage tanks on concrete piers. The engine room also will be fireproof. The eltr. and mill for the Red Star Mill & Eltr. Co. have been completed and the machinery is being installed. The mill and eltr. are connected by a bridge at the fourth floor, and the engine and boiler rooms are located between the 2 buildings.

KENTUCKY.

Louisville, Ky.—Amos Yaeger, whose warehouse burned recently, has secured temporary quarters and is filling contracts as usual.

LOUISIANA.

New Orleans, La.—C. B. Fox, grain and cotton seed products exporter, is discontinuing his grain business this season.

New Orleans, La.—The Muller Commission Co. is new in the commission business. Chas. Muller, who is the head of the firm, is a brother of Fred Muller, secy. of the New Orleans Board of Trade.

Lake Charles, La.—The Rice Millers & Distributors' Assn. of Louisiana and Texas held its annual meeting at Lake Charles June 27, 23 members being present. The following officers were elected: Pres., Chas. J. Bier, Crowley, La.; vice-pres., J. E. Broussard, Beaumont, Tex.; secy., Wade D. Marshall, Crowley, and treas., A. B. Allison, Crowley. Two new members were admitted—the Markham Mill, Markham, Tex., and the Colorado Valley Mill, of Bay City. A resolution to discontinue the use of Indian bags for shipment to the Pacific Coast was adopted. The brokerage was reduced 1 cent per pocket, and will be 5 cents in the larger and 6 cents in the smaller markets.

MARYLAND.

Baltimore, Md.—J. A. Loane & Co. have moved their offices to a point opposite the Terminal Hay Sheds, where they will have a 3-story warehouse. Their former location has been acquired by the Terminal Warehouse Co., and the building will be torn down to make way for a warehouse.

BALTIMORE LETTER.

The first receipts of new wheat from west of the Ohio River arrived in Baltimore this week; a fair proportion grading No. 2 Red.

The Terminal Warehouse Co. has perfected plans for a new storage warehouse to be built upon property recently ac-

quired by this company adjoining the present hay warehouse. The new warehouse will be of steel construction and will stand upon the lot 313x140 feet.

The freight handlers employed at the export piers of the Baltimore and Ohio Railroad are on a strike and business there is suspended in consequence. Several hundred cars of package freight are on the tracks awaiting shipment by ocean and coastwise steamships. The Railroad Co. positively declines to accede to the demands of the strikers and says it will not take the strikers back into its employ, and an early settlement does not seem probable.

Several shipments of wheat have recently been made from this market to New York and several more cargoes are to follow. These shipments are of this season's wheat crop from tidewater Maryland and Virginia. Baltimore receipts of new winter wheat are always in advance of other seaboard markets, and generally of excellent quality, therefore it is supposed that this wheat is intended for milling purposes. Last year Baltimore shipped considerable of its high grade wheat to western mills, but there will be no demand from that section this year.

The matter of Atlantic ports and Gulf differentials is not being allowed to sleep because no business is doing at the present time and the Baltimore interests are carefully watching the situation in connection with the movement of new wheat in the southwest. At a joint meeting of the various lines held in Chicago June 15th it was agreed that the former differential in effect should continue until September 1st but it is claimed that up to this time western roads have not issued tariffs from Missouri River points, and what interests the trade here is the fact that when corn was moving early in the season it took from December until March 18th before arrangements could be made to handle any of the business to the Atlantic ports. Therefore Baltimore grain dealers want the tariffs issued regardless of present absence of a grain movement.—B. M.

MICHIGAN.

Richmond, Mich.—The Richmond Eltr. Co. will build an eltr.

Mt. Pleasant, Mich.—Chatterton & Son incorporated, with \$16,000 capital stock.

Lenox, Mich.—The Richmond Eltr. Co. will build a 20,000-bu. eltr. and will use the 10,000-bu. eltr. for handling beans.

Mason, Mich.—The Mason Eltr. Co. is building a 24x30 ft. addition to its eltr., to contain 6 bins of 1,300-bu. capacity each.

Jackson, Mich.—The Stockbridge Eltr. Co. has increased its capital stock from \$40,000 to \$100,000. This company is operating 25 eltrs. in Michigan.

Laurium, Mich.—Ernest Ballman, a grain dealer and mayor of Laurium, dropped dead in the lobby of a hotel in Duluth July 10. Heart trouble was given as the cause of his death.

Clare, Mich.—Burch & Wyman have purchased the Horning eltr. property and took possession July 15. The new owners will improve the eltr. and will add facilities for handling beans.

The fifth annual convention of the Michigan Hay Assn. will be held at Jackson, Mich., Aug. 3 and 4. Headquarters

will be at the Otsego, and the first session will be called to order at 1:30 p. m. Addresses will be delivered and papers read on the following topics:

Membership in Our Assn. and Its Advantages—B. F. Warner, Paw Paw.

Evolution of the Hay Trade—H. W. Robinson, Green Spring, O.

Reciprocal Demurrage—J. A. Heath, Lenox, Mich.

Lack of Consideration among Local Dealers for Their Competitors—Horace Lamb, Imlay City, Mich.

The Transportation Problem—Hon. C. E. Townsend, Jackson, Mich.

Relation of the Shipper to the Commission Man—F. E. Leighton, Jackson.

Plants and Methods of Hay Production—Prof. C. D. Smith, Lansing.

Why Hay Should Be Sold Sight or Arrival Draft for Full Amount of Invoice—C. M. Pierce, Vassar, Mich.

General discussion of the following subjects:

Hay Grading at Terminals, lead by F. M. Sheffield, Detroit.

Buying Hay on Grade—Albert Todd, Owosso, Mich.

How to Make the Hay Business a Success—Seth B. Rubert, Howell, Mich.

What Are the Demands of the Trade?—W. H. Meacham, Holly, Mich.

What Wrongs Need Righting?—H. J. Hankins, Elsie, Mich.

MINNEAPOLIS.

The Canton Grain Co., formerly of Canton, S. D., has moved its office to Minneapolis.

The U. S. circuit court on July 8 enjoined Edwards, Wood & Co. from using or posting the Chicago Board of Trade quotations.

Leroy Winter, who has been representing Hulburd, Warren & Chandler in the wheat pit of the Chicago Board of Trade, has assumed charge of their Minneapolis office.

Frank B. Forman, vice-pres. of the Northern Linseed Oil Co., died July 10 of nervous exhaustion. Mr. Forman had been in poor health for several months and had been unable to leave his home since April.

L. A. Mallory, formerly a grain dealer in Chicago, shot himself July 4 and died a few days afterward. Mr. Mallory was at one time secy. and treas. of the McNeil Grain & Commission Co., Sioux City. The cause of his rash act is thought to have been despondency over failure to secure employment, he having resigned a good position some time ago on account of ill health.

The Chamber of Commerce, by a resolution of the Board of Directors adopted July 17, will no longer countenance "crossing trades," or trades in wheat futures by which one transaction is made to offset another. A trader in the pit, having two orders, one to buy and one to sell the same number of bushels at the same price, must offer to purchase and sell in the pit. Grain commission firms are not permitted to set off the orders of one customer against those of another. The objection to crossing trades is that if the practice were general it would kill the market, as the actual transaction in the pit would be but a small percentage of those consummated.

MINNESOTA.

Holloway, Minn.—W. J. Awe is building an eltr.

Wheaton, Minn.—The eltr. for Alex Simpson will soon be completed.

Brownston, Minn.—The J. H. Kennedy Milling Co. will build a 20,000-bu. eltr.

Murdock, Minn.—E. J. Smith, of Shindler, S. D., contemplates building an eltr.

Ellsworth, Minn.—J. P. Coffey has decided not to build an eltr. for this year's crop.

Claremont, Minn.—The eltr. for the Western Eltr. Co. will have 25,000-bu. capacity.

Duluth, Minn.—Lamb, McGregor & Co., of Minneapolis, will soon open an office here.

Meriden, Minn.—John H. Franz has resigned his position as mgr. for the Pride Eltr. Co.

Clinton, Minn.—Chas. Campbell has accepted a position as wheat buyer for the Crown Eltr. Co.

Mankato, Minn.—The Farmers Exchange of Waters is contemplating the erection of an eltr.

Vermillion, Minn.—J. J. Beissel has been elected mgr. of the Vermillion Co-operative Eltr. Co.

Taunton, Minn.—The eltr. of the Mutual Eltr. Co. was damaged recently by an explosion of gas.

Hills, Minn.—The Benson Grain Co. has succeeded Sage Bros. Ed. Larson has been retained as mgr.

Hastings, Minn.—The Farmers Co-operative Eltr. Co. will be incorporated with \$12,000 capital stock.

Olivia, Minn.—The Farmers Eltr. Co. has let the contract to John Lund & Co. for the erection of its eltr.

Chandler, Minn.—C. C. Peterson will manage the business at this point this fall for the W. W. Cargill Co.

Welcome, Minn.—The Farmers Eltr. Co. has employed Alfred Haageron, of Superior, Wis., as grain buyer.

Norwood, Minn.—McIntyre-Ingold Co. has purchased an eltr. at Bongards and has installed a gasoline engine.

Vesta, Minn.—The Farmers Eltr. Co. has appointed a committee of 3 to secure a site for the erection of its eltr.

Duluth, Minn.—The Itasca Eltr. Co. has absorbed the business pertaining to the Duluth office of Nye, Jenks & Co.

Beaver Creek, Minn.—The Beaver Creek Eltr. Co., recently incorporated, has leased the eltr. of the Skewis-Moen Co.

Mapleton, Minn.—The Farmers Co-operative Assn. is asking for bids for a secy. and grain buyer to manage its eltr.

Hanley Falls, Minn.—The New London Milling Co. has bot out and succeeded Phipps & Co., who remove to Westhope, N. D.

Litchfield, Minn.—Quinn Bros. will build an eltr. on the site of the old Barry grain warehouse, which has been torn down.

Wilmont, Minn.—The pit of the eltr. of the Wohltheter Eltr. Co. is filled with water and the machinery cannot be started.

South St. Paul, Minn.—On account of the high price of corn, arrangements have been made to feed sheep the coming sea-

son to full limit of the capacity of the sheds.

Fergus Falls, Minn.—H. S. Yarrow has discontinued his grain commission business and will enter the flour and feed business.

Foley, Minn.—John Feddema, mgr. of the New London Milling Co.'s eltr., was injured July 4 by the discharge of a loaded cane.

Stephen, Minn.—The Farmers & Merchants Eltr. Co. has appointed E. A. Kindler as agt. to succeed F. E. Topper, who has resigned.

Cologne, Minn.—The McIntyre-Ingold Co. has bot the eltr. and grain business of Muilners & Maas. A gasoline engine has been installed.

Wood Lake, Minn.—The Franklin Milling Co., of Franklin, will operate the eltr. of the Northern Grain Co. G. P. Ellingson will be agt.

Redwood Falls, Minn.—The Eagle Roller Mill Co. will make improvements in its eltr., which will be raised. A gasoline engine will be installed.

Wolverton, Minn.—The Wolverton Eltr. Co. has increased its capital stock from \$2500 to \$10,000. The farmers will build a co-operative eltr.

Hadley, Minn.—The Hubbard & Palmer Co. contemplate the purchase of the warehouse of the Peavey Eltr. Co. and will remodel it into an eltr.

Appleton, Minn.—Chas. C. Ward, agt. for the Northwestern Eltr. Co., has been transferred to Appleton from Litchfield and will take charge of the eltr. Aug. 1.

Adrian, Minn.—The Hubbard & Palmer Co. has taken possession of the eltr. which it purchased from the Adrian Alliance Mercantile & Eltr. Co. about May 1.

Milroy, Minn.—The Farmers Eltr. Co. has let the contract for the erection of a 30,000-bu. eltr., to be completed in time to handle the new crop. The house will cost \$4,500.

Hardwick, Minn.—H. T. Halvorsen will manage the eltr. for the Farmers Eltr. Co. during the coming season. He was with the D. Rothschild Grain Co. last season.

Maynard, Minn.—The eltr. of the Northwestern Eltr. Co. burned recently. It is thought that the fire was of incendiary origin, as it was the third fire in a short time. Loss, \$5,000.

LeSueur, Minn.—Edw. Wierwill has purchased for \$3,500 the eltr. which he has been operating under lease for the past year, and which was owned by E. H. Banch, of St. Paul.

Bellevue, Minn.—The Franklin Milling Co. has leased the eltr. of the Northern Grain Co. and will take possession Aug. 1. It is expected that the present buyer, Rier Gryting, will remain.

Westbrook, Minn.—The Westbrook Milling Co. incorporated, \$35,000 capital stock. Incorporators, Granville M. Gress, Sleepy Eye; W. F. Paine and Philip Johansen, Westbrook.

Fairmont, Minn.—The Rippe Grain & Milling Co. incorporated, \$100,000 capital stock, to operate the mill of Henry Rippe. Incorporators, Henry Rippe, Robert H. Rippe and Louis J. Frase.

Bertha, Minn.—A Farmers Eltr. Co. has been organized and an eltr. will be built or purchased at once. The officers

of the company are: Emil J. Kohlhasse, pres.; Frank Foster, secy.; J. G. Gebhard, treas.

Wanamingo, Minn.—A Farmers Eltr. Co. has been organized with \$10,000 capital, and will build an eltr. L. J. Gjemse, Herman Naeseth, H. M. Halvorson, O. S. Haugen, E. I. Morkri and A. H. Tangen are interested.

Redwood Falls, Minn.—The co-operative farmers eltr. lost money on its business the past season, the year showing a deficit of \$463. Many of the stockholders have preferred to sell their grain to the buyers of the line companies.

Winnebago City, Minn.—The Bennett Grain Co. has been incorporated. It has purchased and will operate eltrs. at Winnebago City, Easton and Minnesota Lake. C. E. Bennett, formerly vice-pres. of the S. Y. Hyde Eltr. Co., is interested.

Renville, Minn.—Wm. Hoffman and Henry Haen have formed a partnership and will engage in the grain and fuel business. They have leased a site and purchased a warehouse, which they will raise and build on for a grain warehouse.

Rochester, Minn.—H. M. Dixon, of St. Charles, has purchased the eltr. of J. W. Gates, which he has been operating for some time for the W. W. Cargill Co., of LaCrosse, Wis., and took possession July 1. Mr. Dixon will handle grain, feed and coal.

So. St. Paul, Minn.—The So. St. Paul U. S. Yds. Co., is building a circular steel eltr. of 50,000 bus. capacity to be used as storage for stock feed. There will be a mill in connection. The entire plant, which will be of fireproof construction, will be completed Oct. 1.

Austin, Minn.—The Farmers Co-operative Eltr. Co. has been organized and will be incorporated with \$10,000 capital stock. An eltr. will be built or rented to handle the coming crop. The officers of the company are: Maurice Cotter, pres.; Abe Newell, secy.; Chas. Rice, treas.

Kensington, Minn.—At the annual meeting of the Farmers Eltr. Co. the following officers were elected: Aug. Osterberg, pres.; Chas. Lilyquist, vice-pres.; P. S. Peterson, secy.; J. A. Wedum, treas. The company has decided to lease the eltr. for the coming crop year.

St. Paul, Minn.—Daniel M. Robbins, formerly an active man in the grain trade, died suddenly July 18 of heart failure, superinduced by the heat, aged 73 years. Mr. Robbins was until 2 years ago pres. of the Northwestern Eltr. Co., of Minneapolis. Mr. Robbins left an estate valued at more than \$1,000,000.

Duluth, Minn.—The Board of Trade on July 19 amended its rules to confine trading in cash grain to the regular trading hours, 9:30 to 1:15 and to noon Saturday. Another amendment provides that the trading must be between members or the commission must be collected. Memberships in the Board of Trade are selling at \$2,100.

Luverne, Minn.—The Farmers Eltr. Co. is up against the real thing. It is facing a loss of about \$3,400. Three meetings have been held in the past 3 weeks and the company is trying to find a way to make up the deficiency. The by-laws do not allow an assessment and an attempt is being made to sell more stock. This is found to be very hard to do as there are not very many who want

to pay \$50, the par value of the stock, when it is worth about \$12.50 per share. S. L. Chapin, formerly with the Hubbard & Palmer Co. here, has been secured as buyer for the coming season.

Ulen, Minn.—The Thorpe Eltr. Co. recently installed a new gasoline engine. Hans Moebeck, who was assisting to start it, was severely burned. The engine having stopped, for some reason or other, he took off the cap exposing the igniter. A quantity of gasoline was in the cylinder and the battery on and when the fly wheels turned an explosion occurred, Moebeck receiving the full discharge in the face, which was badly burned.

MISSOURI

Kansas City, Mo.—W. L. Hayes died July 9.

Nelson, Mo.—Thorp & Bush have succeeded Allen & Staples.

Buffalo, Mo.—The eltr. of W. Smith-peter & Sons burned recently.

Blackburn, Mo.—Frerking Bros. have succeeded J. G. Goodwin & Son.

Brunswick, Mo.—The Owens Grain & Milling Co. incorporated, \$8,000 capital stock.

Kansas City, Mo.—Paul J. Matthews recently purchased the membership of J. G. Miltner in the Board of Trade.

Kansas City, Mo.—The National Grain & Eltr. Co. has been organized as an adjunct to the combination of bucket-shops known as the National Board of Trade.

Salem, Mo.—The Hobson Mercantile Co. has purchased the eltr. formerly owned by Arthur Bros. A flouring mill will be installed in connection with the eltr.

Hughesville, Mo.—E. H. Hosenwinkle will increase the capacity of his eltr. A 12-h. p. Witte Gasoline Engine will be installed. J. N. McNeese has completed his eltr.

St. Joseph, Mo.—O. E. O'Connor has been appointed state grain inspector to succeed S. P. Broughton, who has removed to Kansas City to engage in the grain business.

Kansas City, Mo.—The U. S. District Court has granted the railroads a temporary injunction restraining the railroad commission from making effective the maximum freight rate law.

Moberly, Mo.—L. H. Valentine, formerly in the grain business at Mapleton, Ia., has accepted the position of local mgr. for the Missouri Grain Co., the main office having been moved to Kansas City.

Jefferson City, Mo.—The state railroad and warehouse commission has made an order, effective Aug. 1, for a reduction of about 40 per cent in the rates on less than carload lots of grain screenings and other feed.

Kansas City, Mo.—The Nash-Ferguson Grain Co., incorporated, \$100,000 capital stock, ½ paid. Incorporators, Jos. O'Connor, Matthew L. Matson, H. K. Stephenson, Ben E. Todd and Edwin H. Garrett. The company has leased the Gulf Eltr.

Jasper, Mo.—Lightning struck the eltr. of J. P. Leiss recently. The electric current came in contact with the building in 3 different places but no fire was started and little damage was done. Shingles were torn off for a space of about 3x5 ft.

and holes burned in the roof and a small hole melted in the spouting.

Kansas City, Mo.—The Board of Trade, at a meeting July 14, voted to build a new home on the property at the corner of Tenth street and Grand av. St. Louis capitalists, for a cash payment of \$100,000, propose to give a 99-year lease and erect a building to cost about \$350,000. The building committee was empowered to work out the details.

East St. Louis, Mo.—Anthony Van-Dulla, an employee of the Southern Eltr., was smothered recently in a wheat bin. While watching the grain as it was carried into the eltr. and passed thru the chutes to be cooled and returned to the bins he slipped into one of the down chutes and was carried into a large bin which was being filled with wheat.

St. Louis, Mo.—The warehouse of the St. Louis Hay Exchange burned July 17, with 60 carloads of hay belonging to several commission men. The fire is supposed to have been caused by sparks from a switch engine. Loss on hay is said to be covered by insurance while the building was insured for about half its value. D. W. Miller, weigher for the Exchange, was severely burned.

St. Louis, Mo.—The committee of the Merchants Exchange which visited Jefferson City July 11 to protest against the reconsignment charge of \$2 per car has induced the railroad commission to give the roads a second notice to show cause why the charge should not be abrogated. The roads will have a hearing at St. Louis, after which the attorney general of Missouri will bring suit to enforce the commission's order. The committee of six are said to have created a sensation at Jefferson City by wearing \$2 bills as badges.

Jefferson City, Mo.—At the request of the railroad and warehouse commissioners Attorney General Hadley of Missouri has given the following opinion on the authority of the commission to inspect and weigh grain: Wherever the commission has established State grain inspection warehouses of 50,000 bus. capacity or more are declared to be public warehouses, and that all grain going into or coming out of them is required to be inspected and weighed, certificates being issued therefor by the State Grain Inspection Department, which is supervised by the Board of Railroad and Warehouse Commissioners; that is to say, as to all grain going into public warehouses the inspection and weighing by the State Grain Inspection Department is compulsory, but as to grain handled in these cities not going into public warehouses, its inspection and weighing is not required; but if there be an inspection it must be by the State Inspection Department.

NEBRASKA

Hebron, Neb.—Clyde P. Starbuck is repairing his eltr.

Belvidere, Neb.—The Farmers Eltr. Co. has discontinued business.

Monroe, Neb.—A co-operative eltr. company is being organized.

Holstein, Neb.—The Farmers Grain & Stock Co. has failed for about \$10,000.

Beatrice, Neb.—Black Bros. have just completed the painting of the eltr. and mill.

Lebanon, Neb.—Steve A. Austin is building an addition to his eltr. The Farmers Eltr. Co. will build an eltr. It

has purchased the scoop house of the old farmers' assn.

Wilber, Neb.—W. H. Ferguson, of Lincoln, has purchased the eltr of G. M. Murphy.

Archer, Neb.—The Wells-Hord Grain Co. will install an improved Hall Distributor.

Omaha, Neb.—Merriam & Holmquist will build a 42x56x133 ft. iron covered frame eltr.

Hildreth, Neb.—J. B. Schlangen has been employed as grain buyer for the Duff Grain Co.

Stella, Neb.—J. D. Curtis has built an office near his eltr. and has had the old office removed.

Bartley, Neb.—The contract for the eltr. to be erected by the Farmers Eltr. Co. has been let to D. H. Cramer. It will cost about \$4,575.

Carroll, Neb.—A 24,000-bu. eltr. is contemplated. R. D. Merrill, J. R. Manning, John Shannon, Jas. Stanton, Henry Bartels, and others are interested.

Amherst, Neb.—The Farmers Grain Co. has leased the eltr. of D. Wort for 1 year. The company also expects to open 5 or 6 other branches by Aug. 1.

Gothenburg, Neb.—The farmers are again agitating the question of the erection of an eltr. It is said that they have everything ready now but securing a site on the U. P. right of way.

St. Paul, Neb.—The St. Paul Milling & Grain Co. incorporated, \$25,000 capital stock, to do a general milling and grain business. The directors are: A. W. Haywood, Murray Haywood and Frank Dennis.

Goehner, Neb.—The Goehner Eltr. Co. has taken possession of its new eltr. and has it in operation. Andrew Sinamarke is mgr. G. H. Peters has succeeded Mr. Sinamarke as mgr. for the Nye-Schneider-Fowler Co.

Pickrell, Neb.—The Pickrell Farmers Eltr. Co. has been organized with \$8,000 capital. The following officers have been elected: M. W. Terry, pres.; Geo. Zimmerman, vice-pres.; C. H. Price, treas.; John Meints, secy.

Kearney, Neb.—The co-operative farmers eltr. company is in debt \$2,000 on the building, for which the directors have made themselves personally responsible, and it is believed that the bank will have to take judgment for the loan and sell the property.

Bloomfield, Neb.—The co-operative concern known as the Nebraska Grain & Live Stock Co. has passed into the control of 5 of the 180 members. The 5 had advanced the concern \$7,000 and were practically without security, the business having proved a failure. The new owners are T. Reetz, Chas. Kracht, D. Hefner, A. Gnenwauch and J. Kintz, who have placed the management with G. C. Briggs.

Omaha, Neb.—The Grain Exchange will soon vote on the following amendments to its rules: That the amendment to rules and regulations of the Omaha Grain Exchange, dated December 5, 1904, which provides that warehouse receipts of licensed public eltrs. of Chicago may be delivered in this market in fulfillment of contracts, be repealed. That the rules and regulations of the Omaha Grain Exchange be amended, so No. 3 corn can be made deliverable on contracts at 5c per bu. under the price for No. 2 corn.

Havelock, Neb.—Depositions in the suit by Thos. Worrall against the Nebraska Grain Dealers Assn. were taken at Havelock, July 7. Many of the witnesses refused to answer on the ground that by so doing they would incriminate themselves. Mr. Worrall testified at some length in the hearing at Omaha July 13, referring to attempts that had been made to induce the Harris, Scotten Co. and the J. Rosenbaum Grain Co. not to buy of Worrall. The Harris, Scotten Co. was told that it need not expect to do any business with the Nebraska dealers if it insisted upon bidding Worrall. The testimony thus far taken by the notaries public at the several cities where hearings have been held covers hundreds of type-written pages, but fails to prove Worrall's allegation of boycott. In fact, the evidence is that each individual member of the Nebraska Grain Dealers Assn. used his own judgment as to whether to ship to receivers of scoop-shovel shipments. That the regular dealers almost invariably refused to ship to friends of the scoopers was to be expected, and they were within their legal rights in declining to do business with Worrall. As to pooling the grain bot at country stations, that is a matter with which Worrall had nothing to do, and has no bearing on his damage suit.

NEW ENGLAND.

Norwalk, Conn.—The eltr. for Holmes, Keeler & Selleck will soon be completed.

Worcester, Mass.—E. A. Cowee has purchased the hay and grain business of F. A. Lincoln & Co., the firm having been dissolved.

Ware, Mass.—A son of R. C. Snow, grain and flour dealer, was rescued recently by his father from a 20-ft. corn bin into which he had jumped with other boys while playing. His companions were able to get out by means of a ladder, but he was buried beneath the corn, and when rescued was unconscious from suffocation.

NEW YORK.

Buffalo, N. Y.—The Chamber of Commerce has taken bids on the new building.

Buffalo, N. Y.—Simon Anderson has withdrawn from the firm of H. G. Anderson & Co. H. G. Anderson will continue the business alone under the old firm name.

New York, N. Y.—The Elevator & Milling Co. incorporated, \$25,000 capital stock, to do a general eltr. and milling business. Incorporators, Yale Kneeland, F. L. MacLean and O. M. Mitchell.

New York, N. Y.—W. S. Post, formerly with W. T. Reynolds & Co., of Poughkeepsie, has engaged in the grain and feed business on his own account, with offices in the Produce Exchange Annex.

New York, N. Y.—The action of the Produce Exchange recently authorizing trading in 1,000-bu. lots of wheat seems to have met a popular demand, judging by the considerable volume of trade in the small lots.

BUFFALO LETTER.

While it is not likely that the state corn crop will be large the western feed producer will not need to make any calculations on that fact, for the general forage crop in the East will be larger

than ever before, and if feed is not low next winter it will be a wonder.

Any amount of new wheat is offered, not only hard Kansas, but No. 2 red, and the price is so refreshing to the buyer. The first sale of the latter was on the 19th, at 91c on track, so different from the \$1.13 or so that has been the price of this grade right along. No. 2 hard Kansas is quoted at 7c over Chicago December.

Grain is moving so slow eastward that the canal boatmen are very much distressed, most of the boats being tied up. Still the figures show that there is more grain afloat on the canal than there was a year ago and in a week 467,000 bus. has been shipped by that route, most of it being oats. Grain received by lake for the week past was less than 2,000,000 bus., a very small amount. No wheat from Duluth is the chief cause of the shortage.

Transportation people are complaining, as they often do when grain is not coming this way, that terminal and wharfage charges in New York are doing their evil work again. Of course the diversion from that port, and consequently from Buffalo, acts constantly, but it is more apparent when there is not grain enough to go around. A Buffalo transportation man said lately that he had heard New Yorkers make speeches, declaring that they were mystified as to the reason why grain takes a southern route to Europe, when everyone knew that the charges in New York were much more than they were at southern ports.

Buffalo grain interests are proud of the fact that Gov. La Follette of Wisconsin showed so much appreciation of its chief grain inspector, John D. Shanahan, as to make him one of the members of the new grain commission of that State. Holding both positions by general consent will add much to the possibilities of good work, as it will be much like passing grain over from one hand to the other and it ought to stop all the old complaints of wheat coming here from the Northwest under-grade. Mr. Shanahan has gone to Superior to organize the commission and will remain sometime, but he is Chief Grain Inspector of the Buffalo Chamber of Commerce in spite of the new position.

The event in grain circles here is the letting of the contract for the addition to the Chamber of Commerce building on July 19 to Metz Bros. of Buffalo for \$310,000, to be finished Aug. 1 next year. The exact plan of the building has not been shown yet, but it will adjoin the present building and become a part of it, extending to Main street, with a frontage of about 60 feet there. The project is the outcome of the agitation early last year on the part of the Corn Exchange, which includes most of the grain dealers on 'Change, for better quarters than is afforded by the present building. At first it was planned to secede and rent or build something desirable, then the other members of the Chamber of Commerce, fearing a serious weakening of the organization by such a move, set to work on a plan for a new building with the above apparently very satisfactory result.—J. C.

NORTH DAKOTA.

Gladstone, N. D.—Julius Hollst will build an eltr.

Arthur, N. D.—The St. Anthony & Dakota Eltr. Co. is building an engine room.

The Great Western Eltr. Co. is repairing its eltr.

St. Thomas, N. D.—Jas. Whelan is building a 40,000-bu. eltr.

Napoleon, N. D.—H. W. Perkins, of Omaha, contemplates building an eltr.

Forest River, N. D.—The Monarch Eltr. Co. is moving its house to the Soo Line.

Minot, N. D.—A line of eltrs. will be opened along the G. N. Ry. C. W. Conroy is interested.

Omamee, N. D.—The Osborne-McMillan Eltr. Co., of Minneapolis, has bot the eltr. of Helgerson Bros.

Hunter, N. D.—A. O. Cornwall is building a 30,000-bu. eltr. The contract was let to L. O. Hickok.

Churchs Ferry, N. D.—J. E. Helms has resigned his position with the Heising Eltr. Co. to take effect at once.

Calvin, N. D.—A 40,000-bu. eltr. is being erected for the St. Anthony & Dakota Eltr. Co. by L. O. Hickok.

Minot, N. D.—A. A. Robinson, pres. of the Robinson Eltr. Co., is building 2 eltrs. at new towns on the G. N. Ry.

Medina, N. D.—The Medina Mill & Eltr. Co. has let the contract for the erection of a 40,000-bu. eltr. A 100-barrel mill will also be built.

Kenmare, N. D.—C. D. Pals, agt. for the Cargill-Robb Eltr. Co., has gone to Belmont, Ia., on a visit to his old home. The house is closed during his absence.

Barlow, N. D.—The Barlow Eltr. Co. has been organized and will build an eltr. with capacity from 50,000 to 60,000 bus. E. Forbes is pres. and Andrew Lucy, secy.

Grand Forks, N. D.—The Duluth Eltr. Co., of Minneapolis, is building 6 eltrs. in No. Dakota, 2 each on the Munich, York and Townier extensions of the G. N. Ry.

Devils Lake, N. D.—The Farmers Mill & Eltr. Assn. incorporated, \$50,000 capital stock. Incorporators, G. H. Locke, J. A. Van Liew, F. D. Locke, W. N. Otis and Andrew Sherven.

Mapes, N. D.—The co-operative farmers eltr. handled 95,000 bus. of grain for the year prior to July 5. The cost of operating the house was \$3,000, making the dividend discouragingly small.—M.

Honeyford, N. D.—A Farmers Eltr. Co. has been organized with \$50,000 capital. The officers of the company are: Chas. J. Foss, pres.; Andrew Redving, vice-pres.; Wm. Erb, secy.; A. O. Hougen, treas.

Starkweather, N. D.—The Farmers Grain Co. incorporated, \$100,000 capital stock. Incorporators, W. H. Davis, Duncan Kennedy, W. R. Haig, S. W. Maurer, of Evanston; F. N. Maurer, of Starkweather, and others.

Westhope, N. D.—Phipps & Co., who sold out recently at Hanley Falls, Minn., have succeeded A. L. Foster. The Farmers Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, Neil McDougall, Clarence M. Condit, Jas. Acheson, Arthur M. Hagen and A. H. Reynolds.

OHIO.

Van Wert, O.—W. O. Rearick has succeeded T. S. Gilliland.

Woodlyn, O.—Hunsicker & Yates have succeeded the Woodlyn Grain Co.

Ada, O.—G. L. Stemple is attempting to do a scooping business. He has no

standing as a dealer and is not experienced in the trade.

Batson, O.—Brady Bros. have remodeled their eltr. The work was done by N. A. Grabill.

Jeromeville, O.—John Spreng is building an eltr. on his farm, which is about 2 miles from here.

West Jefferson, O.—John Murray has installed one of the Bowlus Automatic Weighing Machines.

Ashland, O.—L. B. Fox has leased the Clugston eltr. and will deal in grain, seeds, flour, coal, etc.

Pittsburg, O.—The plans for the 15,000-bu. eltr. for Ed McCue were furnished by the Philip Smith Co.

New Madison, O.—T. J. Bloom & Son are building a 15,000-bu. eltr. The Philip Smith Co. is doing the work.

Bodkin, O.—Taylor & Mark have equipped their eltr. with one of the Bowlus Automatic Weighing Machines.

Buckland, O.—The Dingleline Grain Co. is building a 12,000-bu. eltr. The plans were furnished by the Philip Smith Co.

Uniopolis, O.—The eltr. and mill of Rinehart Bros. burned July 10 with 3,500 bus. of wheat and 600 bus. of oats. Loss, \$15,000; insurance, \$7,000.

Osborn, O.—Tranchant & Finnell have installed one of the Bowlus Automatic Weighing Machines in their eltr. adjoining their mill on the Erie Ry.

Cincinnati, O.—Jas. Munce, one of the oldest grain and commission merchants of Cincinnati, died at his home in Cumminsville July 8, aged 69 years.

Elyria, O.—W. J. Worth, who was recently convicted of running a bucket-shop, and fined \$400, is the first to be prosecuted in this part of the state.

Cincinnati, O.—Returns on shipments to the Cincinnati market are subjected to delay on account of the failure of the local railroads to move cars promptly.

Amanda, O.—A wheat bin at the eltr. of Ruff & Huston gave way recently and about 600 or 700 bus. of wheat ran out onto the ground. The loss did not exceed \$15 or \$20.

Antwerp, O.—The Farmers Grain Co., of Paulding, has purchased the eltr. of Asa Smith. Mr. Smith will remain in charge of the business until next spring, conducting it for the purchasers of the eltr.

Cincinnati, O.—The Chamber of Commerce contemplates placing the weighman on a salary instead of a fee basis. It is said that two persons in the grain business had systematically stolen grain from wagons loaded on team track.

Christiansburg, O.—The eltr. of Adam Bright has been completed and the celebration of the opening was a great success. Refreshments were served and 60 gallons of ice cream soon disappeared and was not enough to supply all comers.

Sidney, O.—Jones & Sheets have purchased the eltr. of Emory C. Nutt, which has been operated by the Sidney Grain & Milling Co., of which Mr. Nutt is pres. The firm is composed of R. V. Jones and Elmer Sheets, who is a son of Philip Sheets, of Botkins.

Toledo, O.—The National Eltr. Co. incorporated, the object being to separate the accounts of the eltr. from the business proper of the National Milling Co., the eltr. to remain the property of the stock-

holders of the milling company. Incorporators, C. L. Cutter, Albert B. Cutter, A. C. Brantingham, Geo. J. Rudd and Geo. H. Beckwith.

Toledo, O.—Thos. A. Taylor, pres. and mgr. of the Northwestern Eltr. & Mill Co., died July 19, aged 53 years. Mr. Taylor was an active member of the Toledo Produce Exchange and was its pres. in 1895 and served as vice-pres. a number of terms. He had been ill for several years. The Produce Exchange adjourned at noon, July 21, in his honor and sent resolutions of sympathy to the family.

As a result of the work of the Ohio State Board of Commerce the statutes of Ohio have been improved by the enactment of *seven laws* and the adoption by the people of *two constitutional amendments*, all well designed to make Ohio a good state in which to earn a living, do business and own property. Officers of state certify that two of these laws have saved for taxpayers an aggregate of *one hundred and eighty-five thousand dollars in one year*. This will be a continuing benefit year by year through all the future.

Cincinnati, O.—One of the most exciting and amusing games of the baseball season followed the challenge by the Indianapolis Board of Trade team to the Cincinnati Chamber of Commerce team, the losers to pay the traveling expenses. The Indianapolis team arrived at Cincinnati at noon July 15 and were met at the station by the Cincinnati team with a brass band, the Hoosiers having as a banner a full collection of souvenir badges obtained at the different grain dealers conventions, which the Ohioans were led to believe were medals won from the ball teams of the exchanges thruout the country. The badges proved a lucky mascot, for the Hoosiers turned the tide to victory towards the end of the game by a score of 14 to 12. Near the finish, Scott of the Hoosiers, struck out 9 men in succession. The large assembly of Cincinnati rooters took the defeat in good part. The umpire was L. H. Ripley, Cincinnati agent of the Georgia Ry. The Cincinnati team not only played good ball, but demonstrated their ability as entertainers by giving the visitors a banquet at the Business Men's Club. The following is the Indianapolis line-up: Catcher, W. H. Rosenbaum; pitcher, Norman Scott; first base, L. S. Hill; second base, W. H. Howard; third base, Raymond Daus; shortstop, Edgar A. Anderson; center field, Tom Oddy; right field, Bert A. Boyd; left field, George Whitaker; substitutes, Tim Connor, Robert Scott, Jr., W. L. Wheeler. The following is the Cincinnati line-up: Catcher, Ray Meyers; pitcher, William Mappes; first base, P. M. Gale; second base, H. Brouse; third base, Charles Hill; shortstop, Fred Guckenberger; left field, Edward Terrill; center field, Ed Dennis; substitutes, John Collins, L. Roemer, Frank Maguire.

TOLEDO LETTER.

Henry Cratz, of Cratz Bros., is very seriously ill with Bright's disease. His recovery is very doubtful.

The National Eltr. Co. has been deeded the property on which the eltr. and mills stand, the amount of \$19,000 being paid.

For the first time in 2 years, a cargo of wheat left this port July 18. There were 65,000 bus. taken from the National Eltr. and 15,000 bus. from the East Side

Iron Eltr., the latter being new wheat. The shipment was to Buffalo.

About 200 cars of new wheat have come to this market already, the movement from the southwest being inaugurated when the United Grain Co. received its first order. All the public eltrs. have been handling their share of this stock, most of it being reshipped to other points. At least 90 per cent. of all the new crop received thus far has been graded No. 2, very little being off stock. Very little old wheat is being received, only 3 of 100 cars received during five days last week being of the old crop. Oats continue to be received at this market at the rate of about 100,000 bus. a week, while the shipments are running more than twice that amount. Old corn continues quite large in receipts also, while the shipments have been running far above 100,000 a week.—H. D.

OKLAHOMA

Pawnee, Okla.—Badger & Hudson are building a 20,000-bu. eltr. J. S. Badger, Jr., is mgr.

Blackwell, Okla.—The Vilott Grain Co. has succeeded the Vilott & Ferguson Grain Co.

El Reno, Okla.—The El Reno Mill & Eltr. Co. will install an improved Hall Distributor.

Snyder, Okla.—Mell & Cole, of Elgin, are building an eltr. Feed of all kinds will be handled in connection.

Hennessey, Okla.—W. J. Baines, secy. and mgr. of the Star Mill & Eltr. Co., has removed to Hennessey from Kingfisher.

Piermont, Okla.—Gossett & Clemens, of Cashion, have purchased the farmers' eltr. Mr. Gossett will remove to Piedmont.

Burbank, Okla.—The Kaw City Mill & Eltr. Co. has started its new plant. A 15-h. p. Witte Gasoline Engine has been installed.

Peckham, Okla.—The New Era Milling Co., of Arkansas City, Kan., has purchased the farmers' eltr., formerly owned by Stephenson Bros.

Oklahoma City, Okla.—Every miller in the territories has agreed to aid the farmers to procure good seed wheat, and the distribution will begin Aug. 1.

Kingfisher, Okla.—The Oklahoma Eltrs. has succeeded the State Eltr. Co., instead of the Oklahoma Eltr. Co., as reported in this column July 10.

Hennessey, Okla.—The Star Mill & Eltr. Co. incorporated, \$20,000 capital stock. Incorporators, Jesse and M. D. Baughman and W. J. and L. I. Baines.

Binger, Okla.—The Binger Gin & Grain Co. incorporated, \$10,000 capital stock. Incorporators, A. H. Bales, F. M. and A. G. Fulkerson, R. L. Winchell and E. O. McWilliams.

Cherokee, Okla.—The Farmers Federation of Cherokee has been organized, to sell grain and lumber, own mills and eltrs. and buy and sell real estate. The directors are: A. T. Bernard, W. S. David, A. J. Stout, J. T. Millsbaugh, W. L. Davis and H. G. Frizzell.

Oklahoma City, Okla.—Work is progressing finely on the plant for the Oklahoma Mill & Eltr. Co. The eltr. will have 21 compartments and will be used principally for storage. A feeding eltr. will also be built for the mill, both houses

to be built of steel. A siding will be built which will hold 30 cars at a time.

OREGON.

Portland, Ore.—The Pacific Grain Co. has discontinued its retail business.

Echo, Ore.—The warehouse for the Pacific Coast Eltr. Co. has been completed.

Portland, Ore.—The McMillan Grain Co. incorporated, \$3,000 capital stock. Incorporators, Geo. W. McMillan, E. E. Coovert and G. W. Stapleton.

PENNSYLVANIA.

Philadelphia, Pa.—The Commercial Exchange has appointed a committee to investigate what can be done to defeat the unjust law requiring concentrated feeding stuffs to be branded.

Philadelphia, Pa.—The Commercial Exchange has voted to confine the settlement of differences to the regular arbitration committee. Members no longer have the option of referring differences to the grain or hay committees.

Pittsburg, Pa.—Walter C. Maxwell, formerly secy., treas. and general mgr. of the W. C. Maxwell Co., wholesale grain and feed dealers, is on trial on a charge of embezzling \$9,000 from a corporation of which he is an officer and destroying books, papers and securities of the concern. The W. C. Maxwell Co. went into bankruptcy several months ago.

PITTSBURG LETTER.

No sales of new rye have been reported. Ear corn receipts are very light. There is a close equipoise in the balance of supply and demand which makes the market firm.

Oat prices slumped badly, but have recovered under the influence of a better demand; and receipts, which are fairly liberal, have been taken care of.

Shelled corn is strong at present. Demand is much quieter than it has been for a long time. The active market has been somewhat of a surprise, and there is not a great amount of faith expressed in its permanency.

Arrivals of straw are principally wheat and oats of No. 2 grade. Prices on all straw have been lowered, oat and wheat slightly, while rye has suffered a deep cut. At the reduced quotations a few cars of the latter have been sold. Second grade straw, of any kind, is only placed with difficulty.

Millfeed rules quiet. Demand is down to a minimum with selling hard. Coarse, flaky bran moves off with rapidity, while medium and fine are neglected. Best grades of middling are the only sellers. Brown middlings are devoid of request. Arrivals in all grades of bran and middlings are ample for the demand.

Hay has taken a sharp upturn within the last 10 days, after having been down to the low point of the season. Its ups and downs of late have been so frequent and annoying as to again cause the agitation of the construction of a hay house here for storage of supplies, that the market may be more readily controlled. Demurrage charges force sales at times when holding would be a much better policy, if it could be followed at a less expense. Fluctuations are so oft recurring that hay can only be handled with uncertainty and the condition of supply is either one of feast or famine.—C. H.

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SOUTH DAKOTA.

Utica, S. D.—M. King will enlarge and remodel his eltr.

Monroe, S. D.—Dirks Bros. have purchased the eltr. of C. W. Thompson.

Bryant, S. D.—John Owen, of Erwin, has charge of the eltr. for J. G. Ostroot & Bro.

Lesterville, S. D.—The McCaull-Webster Eltr. Co. is building an eltr. David J. Gregor is agt.

Parkston, S. D.—Doering, Kayser & Co. are equipping their eltr. with an improved Hall Distributor.

Winfred, S. D.—The W. W. Cargill Co. is building a 25,000-bu. eltr. L. O. Hickok is doing the work.

Bemis, S. D.—B. W. Bremer has nearly completed his eltr. A 15-h. p. gasoline engine will be installed.

Toronto, S. D.—E. A. Brown has closed his eltrs. at Toronto and Cactus until the new crop is ready to market.

Labolt, S. D.—A. A. Anderson, agt. for the McCaull-Webster Eltr. Co., has been transferred to Labolt from Burbank.

Grover, S. D.—The Grover Farmers Eltr. Co., recently incorporated, has bot the eltr. just completed by Harper Bros.

Peever, S. D.—Oscar Simonson, who has been agt. for the McIntyre-Ingold Co. at Millbank, will take charge for the Independent Eltr. Co., of Sisseton.

Hosmer, S. D.—The Eureka Flour, Feed & Cream Co. has purchased the eltr. of the Crown Eltr. Co. The house will be improved and Wm. Keim will have charge.

Wagner, S. D.—Leroy Booher, of Armour, and formerly of Booher & Knapp, has purchased the eltr. of the Shannon & Mott Eltr. Co. Ralph Carper will remain in charge.

Lyons, S. D.—The farmers have organized a company with \$10,000 capital to build and operate an eltr. W. F. Kelly is pres. and Alfred Anderson, secy. The eltr. will be completed in time to handle the coming crop.

St. Lawrence, S. D.—W. J. Davey has returned from a visit in the east. The St. Lawrence Roller Mills will enlarge its eltr. U. D. Harris and Mr. Fritz will build an eltr. and expect to be ready to handle the new crop.

Flandreau, S. D.—Jas. Bennett and John Peart, of Flandreau, W. A. Quinn, of Wells, Minn., and E. Babcock, of Winnebago City, have organized the Colonial Eltr. Co. and have purchased 10 houses from the S. Y. Hyde Eltr. Co., of Lacrosse, Wis. The eltrs. are located in Minnesota and So. Dakota. Mr. Quinn and Mr. Babcock were formerly with the S. Y. Hyde Eltr. Co.

SOUTHEAST.

Birmingham, Ala.—The Hughes Warehouse & Eltr. Co. has been dissolved.

Florence, Ala.—An eltr. and corn mill is contemplated which will have both river and railroad facilities.

Clarksburg, W. Va.—The United Brokerage Co. has succeeded Turley & Steele, who continue at Charleston.

Wilmington, Del.—A. F. Greening & Co. incorporated, \$100,000 capital stock, to sell grain, cotton, oil and provisions.

Atlanta, Ga.—The recently organized Atlanta Grain Dealers Assn. has applied

to the state for a charter, the papers being filed by A. P. Morgan, W. S. Duncan and W. L. Fain.

Charlestown, W. Va.—The firm of Long & Reed has been dissolved and has been succeeded by Wm. E. Reed & Son. This change does not affect the firm or business at Rippon and Summit Point.

Fredericksburg, Va.—The Bridgewater Milling Corporation of Fredericksburg incorporated, \$50,000 capital stock, to deal in all kinds of grain. Incorporators, J. B. Ficklen, pres.; E. C. L. Ficklen, vice-pres. and treas.; A. D. Tapscott, secy.

TENNESSEE.

Ripley, Tenn.—The plant of the Ripley Flour Mills burned July 18. Loss, \$15,000; insurance, \$8,500.

Nashville, Tenn.—Byrd Douglas & Co. have been awarded the contract for furnishing feed to the city.

Union City, Tenn.—The 100,000-bu. eltr. for the Hardy-Sherrill Grain Co. has been about completed. Electric power will be used.

Nashville, Tenn.—The failure of Harsh Bros. & Co. to secure a lease from the railroad has delayed the building of the 25,000-bu. eltr.

Meridian, Tenn.—The Neville Milling Co. incorporated, \$30,000 capital stock. Incorporators, G. W. Meyers, S. S. Neville, and others.

Nashville, Tenn.—The Ryman Warehouse & Eltr. Co. will build new bins and platforms to replace the ones burned some time ago. The work will cost \$1,800.

Cornerville, Tenn.—The Cornerville Milling Co. incorporated, \$5,000 capital stock. Incorporators, Jas. Gosnell, J. B. Roberson, A. F. Meadows, A. S. Beatty and L. P. Cooper.

Memphis, Tenn.—Larry A. Anderson was married recently to Miss Mallory, niece of Capt. W. B. Mallory. After an extensive wedding trip thru eastern cities he will make Memphis his home.

Memphis, Tenn.—The Cairo Milling Co., of Cairo, Ill., has purchased 3 acres of land in New South Memphis and will build a 500-barrel mill. It is expected that a grain eltr. will also be built.

Memphis, Tenn.—The Bynum-Black Co. incorporated, \$30,000 capital stock, to do a general hay, grain and cotton seed business. Incorporators, W. W. Bynum, Howell Turner, W. W. Black, J. P. Norfleet and C. M. Drew. Mr. Turner was formerly of the firm of Howell Turner & Co., dealers in hay and grain.

Nashville, Tenn.—The 100,000-bu. eltr. for the Liberty Mills has been about completed. A powerful engine will be installed to run both mill and eltr. The Nashville Warehouse & Eltr. Co. are putting in a grain drier. Logan & Co. are building a 100x300 ft. addition to their warehouse. The Maizo Mill Co. is building a large warehouse and flour mill in connection with its corn mill.

Fayetteville, Tenn.—The H. K. Holman Co. incorporated, by H. K. Holman, Sr., Andy McLaughlin, Henry Holman, Jr., J. M. McLaughlin and H. R. Strong. The new firm will take over the warehouses and corn plant of H. K. Holman and will begin business Sept. 1. A new warehouse, 50x100 ft. and 3 stories high, is being built in which machinery will be installed for grinding cobs and bran. H. K. Hol-

man is well known to the southeastern grain trade, having been in business for over 25 years.

TEXAS.

Jacksboro, Tex.—E. R. & D. C. Kolp, of Ft. Worth, have engaged in the grain business here and are represented by R. H. Waller.

Ft. Worth, Tex.—Secy. Dorsey has moved his office to the coming grain center of the Southwest and henceforth will be at home to visiting grain dealers at 307 Wheat bldg.

Ennis, Tex.—The Ennis Grain Co. contemplates building an eltr. with capacity from 75,000 to 100,000 bus., work to be begun next spring. No contracts have been let as yet.

Austin, Tex.—J. J. Terrell, state land commissioner, is receiving 2,000 letters a day from persons desiring information about the 6,000,000 acres of state lands that will be placed upon the market Sept. 1.

Pilotpoint, Tex.—The Pilotpoint Roller Mill Co. incorporated, \$50,000 capital stock, to build and operate grain eltrs., mills, gins and public warehouses. Incorporators, J. C. Thomas, Henry Selz and J. P. Cooper.

The Texas Assn. now has over 100 members, which is the greatest since organization. If you have not yet been admitted to the golden circle, write to Secy. Dorsey, Ft. Worth, and get a ticket. It will pay you well.

Orange, Tex.—The Miller-Link Co. has been organized with \$100,000 capital, and will operate the Kirby mill, recently purchased. The officers of the new company are: L. Miller, pres. and general mgr.; Jos. Miller, vice-pres.; J. W. Link, secy. and treas.

Ft. Worth, Tex.—Glen Walker of Ft. Worth, who is well known to grain dealers and millers of the Lone Star State, is in no wise connected with the Walker Grain Co., which is composed of H. L. and M. H. Walker, formerly of Abbott. The latter gentlemen are not in good standing with the state assn.

Greenville, Tex.—The H. T. Weathers Grain Co. is new in the grain business. The firm is composed of H. T. Weathers, of Greenville, and J. W. Webb, of McKinney. A building has been secured and it is being remodeled into an eltr. A 25-h. p. Fairbanks-Morse Gasoline Engine and grain handling and cleaning machinery will be installed. A corn and feed mill will be operated in connection with the eltr.

Fort Worth, Tex.—Texas millers held a meeting July 11 to consider whether to act as a unit in the purchase of wheat in Oklahoma, but no action was taken. Some of the millers have grain buying connections north. The Texas stock feed law was condemned, but will be obeyed by the millers, tho it will add a heavy expense to the millfeed department. It will cost one mill alone \$30 per day to fill the requirements of the law.

Austin, Tex.—The milling in transit rule No. 3 of the commodity tariff No. 2B, has been amended by the addition of the following subdivision: (D) When grain is milled at a junction point and the line which brought in the grain does not handle the product beyond the milling point, such line shall issue bill of lading only for that portion of the prod-

uct covered by inbound grain, and the other line, via which the shipment is forwarded, shall issue its bill of lading for the balance of the car load. Effective July 12.

Fort Worth, Tex.—The effect of the new rate adjustment on the Texas situation is described as follows by Secy. H. B. Dorsey: It would seem that Fort Worth and Texas are generally discriminated against by the railroads on grain shipments from the territories, as will be shown by the following new comparative rates: From El Reno to Memphis, Tenn., 513 miles, 20½ cents per 100, or .008 per ton per mile; to Little Rock, 381 miles, 15 cents per 100, or .008 per ton; to Kansas City, 381 miles, 20½ cents per 100, or .007 per ton; to Fort Worth, 210 miles, 25 cents per 100, or .0238 per ton. The old proportionate rate to Fort Worth was 14¾ cents per 100. The special flat rate to Fort Worth was 17¾ cents per 100. The new rate to group 4 is 20 cents per 100. The old rate was 27¼ cents per 100.

TEXAS LETTER.

Austin, Tex.—The Alfalfa Ass'n of Texas has made application to the Railroad Commission for a reduction in the minimum weight on car of hay, claiming that it is impossible to load a car to the minimum at present in force.

Dallas, Tex.—The M. K. & T. Ry. has issued a circular allowing milling in transit privileges at points on its line in Texas at points and reconsigned from St. Louis and Kansas City on products to points destined to points on the M. K. & T. Ry. or its connecting lines where there are published rates or working arrangements protecting through shipments from points of origin on proportional rates from Kansas City or St. Louis with a minimum of 5 cents out from milling point and back haul charge.—J. S. W.

WASHINGTON.

Olympia, Wash.—Governor Mead will appoint a successor to State Grain Commissioner J. W. Arrasmith.

Spangle, Wash.—Fred E. Moore, who has been mgr. here for the Tacoma Grain Co., has removed to Lewiston, Idaho.

Hartline, Wash.—The Columbia River Co. has leased the warehouse of the Tacoma Grain Co. A. G. Elliott will have charge.

Sprague, Wash.—J. H. Misner has leased the warehouse of the Tacoma Grain Co. and will engage in the grain business.

Lind, Wash.—The Farmers Warehouse Co. has leased the warehouse of the Tacoma Grain Co. It has also leased a warehouse at Cunningham.

Tacoma, Wash.—The Washington Millers Ass'n was organized July 13, with A. M. Ingersoll of Tacoma as pres.; and Alex. Thomson of Tacoma as secy.

Tacoma, Wash.—Grain dealers and exporters held a meeting in the offices of P. J. Fransioli & Co., recently, to organize a board of trade for active trading in wheat and other grains.

Ballard, Wash.—The plant of the Ballard Feed Co. will be equipped with machines for cleaning wheat and oats and for grinding corn meal, cereals for food. No wheat will be ground, because of the high freight rate.

Colfax, Wash.—Geo. Taylor pleaded not guilty June 30 to the charge of em-

bezzling the funds of the Pacific Coast Eltr. Co. while he was agt. for it at Garfield. His case was set for trial in November and his bonds were fixed at \$1,000.

Bellingham, Wash. — The Wholesale Dealers & Shippers Ass'n conferred with the asst. traffic manager of the Northern Pacific road July 10 to urge the removal of the discrimination against Bellingham in the rates on grain and hay. Bellingham wants the same rates on shipments from eastern Washington and Idaho that are granted to Seattle, Tacoma and Everett.

WASHINGTON LETTER.

Spokane.—C. C. Dart of this city has purchased a mill site in Coeur d'Alene, Idaho, and will soon begin the construction of a flour and cereal mill with a capacity of at least 100 barrels per day.

Portland, Ore.—Balfour, Guthrie & Co., Kerr, Gifford & Co., and the Pacific Coast Eltr. Co. have completed plans for the establishment of separate warehouses for the storage of wheat along the new Condon branch of the O. R. & N. Sites have been selected and work commenced.

Colfax.—The first sale of new wheat of the season was recently made when Dorman Bros. & Zaring sold to the Northwestern Warehouse Co. 40,000 bus. of new bluestem wheat at 67½ cents per bu. This is for grain sacked and delivered to the warehouse. This price is several cents above the opening price of last season and is above what farmers had expected for the opening price this season.—M. C. E.

WISCONSIN.

Plymouth, Wis.—Huson Bros. & Timm have purchased the eltr. of the Milwaukee Eltr. Co.

Turtle Lake, Wis.—Four cars of oats were recently demolished in a freight wreck near here, caused by spreading of the rails.

Lomira, Wis.—Henry Grantmann, of Eden, has succeeded Peter Lauer. Mr. Lauer will go to Milwaukee, where with his sons he is interested in a commission business.

Baldwin, Wis.—The New Richmond Roller Mills Co. will rebuild entirely the interior of the eltr. recently purchased from Peter Jorstad and new machinery will be installed.

Milwaukee, Wis.—The Chamber of Commerce has raised the fee for supervising the weighing of grain from 30 to 35 cents, as the old fee was inadequate to meet the expenses of the department.

Milwaukee, Wis.—The following have recently been elected members of the Chamber of Commerce; Samuel E. Baker and C. C. Germain, Chicago; Albert E. Holstein and Wm. O. Roberts, Milwaukee.

Milwaukee, Wis.—The Hubbard & Palmer Co., of Mankato, Minn., will open an office and do a general receiving business after Aug. 1. The company recently purchased 2 memberships in the Chamber of Commerce.

Milwaukee, Wis.—Fred E. Goes, the surviving partner of Wm. Gerlach & Co., filed a voluntary petition in bankruptcy July 20. Liabilities are placed at \$167,278.98 and assets at \$71,324. Claims amounting to \$155,403.35 are unsecured. Mr. Goes also filed a personal petition in

HOW TO BUY AN ELEVATOR

The cheapest, quickest and most satisfactory way to buy an elevator is to make your want known to all elevator owners thru the "Elevators Wanted" columns of the Grain Dealers Journal.

Not only are you sure to have a greater variety to select from, but you can depend upon obtaining the full advantage of the bottom price. Nothing is added for commission or "a percentage in case a high price is obtained."

Read what others have done:

D. Bestor, Lenox, Ia.: Please discontinue my advertisement of elevator wanted. I have received enough propositions for the present.

C. F. Barnhouse, Morral, O.: Have lots of answers to my adv. of elevator wanted.

J. W. Benson & Co., Heron Lake, Minn.: We have bot the elevator of W. J. Kinne thru the ad in the Journal.

Julius Kunz, Wesley, Ia.: Since inserting my ad I have procured two elevators. I am in touch with several other propositions and will no doubt be able to close on some more; all of which came about thru the recent ad run in the Journal.

R. J. Riley & Co., Symerton, Ill.: You may discontinue my advertisement of elevator wanted. I am getting elevators offered on all sides, and think I can get one out of the lot.

E. R. Ulrich & Sons, Springfield, Ill.: Please discontinue our advertisement (elevator wanted) in the Grain Dealers Journal, as we have as many applications as we care for at present.

McMorran Bros., St. Paris, O.: You will please discontinue the ad as we have about all the correspondence we can take care of.

W. O. Rearick, Milroy, Pa.: Please discontinue my ad in your Journal for elevator and coal business wanted, as I am now offered so many good places through your valuable paper, that I hardly know which to go to see first.

Robinson's Telegraphic Cipher Code (Revised)

Is more extensively used by Grain and Provision Dealers and Millers

than all other codes combined. It is compact, small and can be easily carried in the pocket. It has been revised and fifteen pages added. Every cipher word, quotation and phrase in former editions has been retained. Get the latest edition; by using it your messages will be understood, you will save time and expense. Price, bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Your name in gilt letters on front cover 25 cents extra.

GRAIN DEALERS COMPANY
255 La Salle St. CHICAGO, ILL.

bankruptcy. Liabilities, \$20,800; assets, \$44,342.

Milwaukee, Wis.—Ralph Elmergreen, trustee of the bankrupt Hadden-Rodee Co., estimates that he will not be able to pay creditors of the grain firm over 5 cents on the dollar. The cost of the bankruptcy proceedings has absorbed about half the amount realized from the claims against creditors.

LaCrosse, Wis.—The Pierce-Stephenson Eltr. Co. incorporated, \$100,000 capital stock. Headquarters of the firm will be at Dexter, Minn. Incorporators, W. H. Pierce and Martin Stephenson, Dexter, Minn., C. E. Bennett, R. S. Hyde and F. L. Goddard, of LaCrosse. The company has purchased for \$75,000 13 eltrs. of the S. Y. Hyde Eltr. Co. in Minnesota between Rushford and Alden on the Southern Minnesota division of the Milwaukee Road. The S. Y. Hyde Eltr. Co. has now disposed of all but 8 of its 60 eltrs., valued at \$250,000, and when these 8 are sold will retire from the grain business. The 3 incorporators of the new company from LaCrosse have been associated with the S. Y. Hyde Eltr. Co.

Superior, Wis.—The directors of the Board of Trade on July 18 admitted the following 17 new members: M. L. Sullivan, grain dealer, Langdon, N. D.; Hans Sorenson, miller, Lisbon, N. D.; E. Schwedler, commission merchant, Superior; M. C. Wright, broker, Minneapolis; Paul Foss, broker, Superior; Fred D. Day, broker, Omaha; V. W. McKay, broker, Red Wing; M. C. Wees, agent, Superior; George W. Barry, broker, Duluth; Frank Densmore, broker, Winnipeg; Grant Morse, broker, Sioux City, Ia.; S. H. Swan, broker, Minneapolis; F. X. Addleman, broker, Sioux Falls, S. D.; C. I. Day, broker, South Omaha; L. A. Aikin, broker, LaCrosse; John I. Wilson, broker, Winona, Minn.; S. N. Swenson, broker, Minot, N. D.

Superior, Wis.—New York state millers have signified a desire to buy wheat on the new Superior inspection. The Superior Board of Trade Clearing Ass'n completed its organization July 9 by electing Frank R. Crumpton pres., Wilbur Ross, vice pres., and Byron Kimball, secy. and mgr. Among the new members recently admitted into the Board of Trade are A. A. Robinson of Minot, N. D., T. W. Lewis and C. W. Gardiner of Minneapolis, Minn. Director Frank R. Crumpton went to Buffalo, N. Y., July 14 to confer with millers and grain buyers. Members of the Board of Trade have been voting several days on the following amendment to Article 3: This corporation is formed without capital stock and the number of members thereof shall be limited to 200. The membership fee of the first 110 members shall be \$100 each; the membership fee for all members in excess of 110 and not exceeding 125, shall be \$200 each; the membership fee for all members in excess of 125 and not exceeding 150 shall be \$300 each; the membership fee for all members in excess of 150 and not exceeding 175 shall be \$500 each; the membership fee for all members exceeding 175 and not exceeding 200 shall be \$1,000 each to be paid to the Ass'n according to the terms and conditions of the by-laws.

MILWAUKEE LETTER.

Kirby A. Tallmadge and Edgar W. Herbst have been elected members of the Chamber of Commerce.

The leading officials of the Wisconsin Central R. R. Co. have set a good precedent, by calling in a body on the new state railroad commission and expressing their purpose of abiding both by the letter and spirit of the law.

The Douglas-Hardy Com. Co. has been incorporated as the Douglas-Wegner Com. Co., with the following officers: Pres., A. G. Douglas; V. P., W. T. Hardy, and Sec'y-Treas., Henry F. Wegner. A branch office has been opened at Waukesha.

A number of receiving houses who sold barley to the bankrupt firm of Wm. Gerlach & Co. were caught with losses representing 1 or more car loads, and there are also the following unannounced creditors reported: Robert Nunemacher, of F. Kraus Co., \$66,000; Karger Bros., \$7,422.56; Wm. Weaver and Richard Weaver, of Sussex, \$7,200 and \$15,000; Portz Bros., Hartford, \$2,049.67, and others. Apart from these losses general regret is felt over the death of Geo. W. Goes, the senior member of the firm, who was one of the most popular buyers on Waukesha.

The purchase of 2 memberships in the Chamber of Commerce by the Hubbard & Palmer Co., of Mankato, Minn., makes it seem probable that the Minnesota company intends to increase the volume of its shipments to Milwaukee. The outcome will be watched with much interest and it may prove an important development in the future of the city's grain trade. The commissions from this business have been a source of considerable revenue to the local firms among whom it was divided, from year to year, but the total is hardly enough to pay the expenses of a separately maintained branch. —T.

Mill Owners Mutual of Iowa.

The 60th semi-annual statement of the Mill Owners Mutual Fire Ins. Co. of Iowa shows Insurance in Force July 1 to have been \$5,521,350, and Deposit Notes \$219,892.69.

During the 1st 6 months of the year the company disbursed \$42,319.26 for losses, \$11,101.39 for expenses, increased its Mortgage Loans \$20,000, and on July 1 had total assets of \$413,505.44. Its Assets, represented by loans and cash amounted to \$193,612.75 or nearly ½ of the total assets. This is explained by the fact that the company's premium notes represent but one annual premium.

Grain Dealers Fire Ins. Co.

The semi-annual financial statement of the Grain Dealers Nat'l Mutual Fire Ins. Co., shows it to be growing and prospering. Its Cash Assets July 1 were \$55,368.33. Net Value of Premium Notes amounted to \$392,136.95, making Total Assets \$447,505.28. One loss of \$1,000 was reported too late to be settled. Otherwise the company had no liabilities.

The loss ratio seems to have been reduced during the past 6 months and inasmuch as no-fire has occurred in a risk on which self-inspection reports were returned, this new feature of mutual insurance is credited with having effected a material saving of elevator property and insurance premiums for policy holders of the company.

Reduced Railroad Rates for Merchants

The Chicago Commercial Association has secured reduced rates to Chicago for its members, merchants and manufacturers who are patrons of its members, on the dates which follow:

WESTERN PASSENGER ASSOCIATION TERRITORY

Rates of one and one-fifth fare on the certificate plan have been granted from points in Iowa, Wisconsin, Nebraska, Colorado, New Mexico, on the Atchison, Topeka and Santa Fe proper; New Mexico and Arizona on the Santa Fe Pacific; Wyoming (from Cheyenne only); also in Minnesota and North and South Dakota, except on the Soo System, and members on this line can secure the reduced rates from the nearest points on other lines; Illinois, Missouri and Kansas in Western Passenger Association Territory, and Northern Peninsula of Michigan.

First Meeting—Purchasing dates, July 15 to 22. Return dates, July 19 to August 1.

Second Meeting—Purchasing dates, August 5 to 12. Return dates, August 9 to 22.

Third Meeting—Purchasing dates, August 19 to 26. Return dates, August 23 to Sept. 5.

Fourth Meeting—Purchasing dates, Sept. 2 to 9. Return dates, Sept. 6 to 19.

Fifth Meeting—Purchasing dates, Oct. 28 to Nov. 4. Return dates, Nov. 1 to 14.

SOUTHWESTERN POINTS

Rates of one and one-fifth fare on certificate plan have been granted by the Atchison, Topeka and Santa Fe System, east of and including Arizona and New Mexico; Chicago, Rock Island and Pacific; Chicago, Rock Island and Gulf; Kansas City, Clinton and Springfield; Missouri Pacific-Iron Mountain System; St. Louis and San Francisco; Kansas City Southern; El Paso and Northeastern System; Gulf, Colorado and Santa Fe; Missouri, Kansas and Texas System; International and Great Northern, for the same dates as from Western Passenger Association territory.

CENTRAL PASSENGER ASSOCIATION TERRITORY

This is the territory east of Chicago as far as Buffalo and Pittsburg and north of the Ohio river.

First Meeting—Purchasing dates, August 5 to 11. Return dates, August 9 to 11.

Second Meeting—Purchasing dates, August 19 to 25. Return dates, August 23 to Sept. 2.

Third Meeting—Purchasing dates, Sept. 2 to Sept. 8. Return dates, Sept. 6 to 16.

Fourth Meeting—Purchasing dates, Oct. 28 to Nov. 3. Return dates, Nov. 1 to 11.

The rate from this territory will be a fare and a third for the round trip.

HOW TO OBTAIN THE RATE

Purchasers of tickets must in all cases take certificates (not a receipt) from the ticket seller at the point of starting. Upon arriving in Chicago communicate at once with the merchant with whom you may be doing business or may desire to do business.

The certificate receipt, which the purchaser must ask for and obtain in all cases from the ticket agent when he buys his going ticket, must also be presented to the association secretary, in connection with the membership card which should be obtained from some member of the association in Chicago, who, if everything is correct, will endorse such certificate, and it will then be turned over to the joint agent of the railway companies for his endorsement. The certificate so endorsed will then permit the holder, upon presentation to the ticket agent at Chicago, of the railway lines over which the member travels, to obtain his return ticket for one-third or one-fifth the one-way fare.

To avoid delay and confusion in the rush to make trains, deposit your ticket with the secretary upon your arrival in Chicago.

Only retail merchants, manufacturers and bankers, in good standing, are entitled to the rate privilege.

Seeds

The price of bags has been raised at Toledo, O., to 18 cents for Stark's and 16 cents for American.

A bulletin on Quack and Wheat Grasses has been issued by the Iowa State Experiment Station, Ames, Ia.

R. J. Hammer has severed his connection with the Portland Seed Co. to go with the Chas. H. Lilly Co., Seattle, Wash.

The government crop report to be issued Sept. 10 will give the acreage of clover seed in comparison with that of last year.

The Thompson Seed Co. has been organized at Albert Lea, Minn., with \$75,000 capital stock, to carry on a jobbing business in field and garden seeds.

The Canadian Seed Growers Assn. at its recent annual convention elected Professor J. W. Robertson pres., and L. H. Newman, of Ottawa, Ont., secy. and treas.

Decatur, Ind., July 20.—The alsike clover seed is beginning to move, and the quality of the seed is not very good. Acreage of clover seed large.—Niblick Grain Co.

The Union Seed Co. has been incorporated at Boston, Mass. The capital stock is \$50,000, and the incorporators are G. Edgar Pope, pres., and W. Howard Pope, treas.

The Goodrich Bros. Hay & Grain Co., of Winchester, Ind., which recently bot the property of the Winchester Elevator Co., is putting in a large brush mill for grading clover seed.

The Mustard Seed Products Co. has been incorporated at Chicago, Ill. The capital stock is \$30,000, and the incorporators are J. A. Kelly, John Reckinger and James Branan.

Philippine imports of flax and timothy seed during the 12 months of 1904 amounted to 550 pounds, compared with 1,410 pounds during the preceding 12 months, as reported by the War Department.

Henry Schuett, who has been manager for over 12 years of E. J. Bowen's seed house at Seattle, Wash., has bot the local business and will conduct it under the name of the Seattle Seed Co. at the same place.

The Wm. Rennie Seed Co. has been incorporated at Toronto, Ont. The capital stock is \$150,000, and the incorporators are Wm., Robt., John, Thos., and Annie M. Rennie, of Toronto. The company will succeed Wm. Rennie.

E. W. Conklin & Son, Binghamton, N. Y., have registered the word "Imperial" as a trade-mark for seed corn, and the words "Paragon," "Rex," "Comet," "Climax," "Crown," "Acme" and "Atlas" as trade-marks for grass seeds.

The Maine Experiment Station has discovered that all American grown clover seed produced hairy or fuzzy plants, while on plants from European seed hair and fuzz were almost invariably absent. It is believed that plants without fuzz make better hay, and attempts will be made to develop an American variety without hair or fuzz.

The Minnesota Seed Co. has been incorporated at New Ulm, Minn. The capital stock is \$50,000, and the incorporators are Fred Meier of Sleepy Eye, J. L. Schoch, Ferdinand Krone, Jacob Klossner, Jr., and

Conrad H. Dirks, New Ulm. The contract has been let for the erection of a 3-story warehouse to be equipped with heating and drying apparatus.

The Toledo Produce Exchange has changed the grades of rejected and no established grade, leaving the other grades of clover seed as before. The part of the rule admitting damp or damaged seed into the rejected grade has been stricken out. No established grade is now defined as "To include all grades of seed not good enough for rejected and too good for tailings."

The American Seed Trade Assn. at its recent annual meeting at Alexandria Bay, N. Y., elected the following officers for the ensuing year: Pres., W. H. Grenell, Pierrepont Manor, N. Y.; 1st vice-pres., L. L. May, St. Paul, Minn.; 2d vice-pres., G. McVey, Birmingham; secy.-treas., A. Kendall, Loveland, O.; asst. secy., F. H. Funk, Bloomington, Ill. Chas. N. Page, of Des Moines, Ia., is chairman of the membership committee.

Seed exports during the 11 months prior to June 1 were 10,639,132 pounds of clover seed, 1,326 bus. of flaxseed, 15,523,374 pounds of timothy seed, and other grass seed valued at \$279,840; compared with 6,430,235 pounds of clover seed, 758,375 bus. of flaxseed, 12,622,476 pounds of timothy seed, and other grass seed valued at \$296,055 for the corresponding months of 1903-4, as reported by O. P. Austin, chief of the bureau of statistics.

Clover Seed in the United Kingdom.

The United Kingdom is the largest single market of American clover seed, absorbing about one-third of the total exports. Of this quantity the largest portion is taken in England, but there is a good market for the seed in Belfast, from which point the farmers of northern Ireland are supplied. The demand in the United Kingdom is irregular, being governed by climatic conditions. English clover is cut for hay in June, and the second growth is depended upon for seed. If the weather be favorable for the maturing of the seed, the domestic supply reduces the import requirements, and vice versa. The largest imports are from the United States, the remainder coming from Chile, Germany, New Zealand, France and Canada, says S. S. Knabenshue, U. S. Consul at Belfast.

The English seed is regarded by English farmers as the best, as it is deemed larger and hardier. Chilean seed is regarded by the more advanced farmers as equal to the English, but it contains seeds of dock and dodder. The dodder does not germinate here, but the dock does. Canadian seed is held in high esteem, but the supply is generally small. German seed is regarded as inferior to English, but is in demand when the price is low. The ordinary French seed is the poorest of all, although some fine qualities are often available. In the estimation of British farmers, clover seed from the United States is better than that from France, but inferior to others. New Zealand seed ranks high, but the supply is small. The American seed is invariably so clean that it is highly esteemed, although small in size, and it finds a ready market.

As matters stand at present, the United States export trade in clover seed has most to fear in the British market from the Chilean product. The farmers of Chile,

alive to the profitable nature of clover-seed culture, have ordered special cleaning machinery constructed in Great Britain, in the hope of getting rid of dock seed, and thus overcoming the main objection to their product. The Chilean exports are steadily growing in volume. A few years ago Great Britain took only 3,000 bags, but this increased to about 12,000 bags in 1903, and 17,000 bags in 1904.

A Belfast seed merchant who has imported large quantities of clover seed states that American shippers should be careful to observe the "even-weight" system. Many simply fill the bags compactly without weighing. It would be far more satisfactory to consignees in the United Kingdom were all the exporters to follow the example of a Chicago company, which puts, by actual weight, 168 pounds in each bag. This seed is sold here by the hundredweight of 112 pounds, and each bag therefore contains 1½ hundredweight.

The same authority reminds American shippers of clover seed that while all may be graded as "prime," separate lots will differ in color and in size of grain. British importers, as a rule, buy by sample. It is complained that American shippers are not careful to make shipments and samples agree. For example, some farmers have a preference for a purple seed, while others prefer a lighter color. Knowing these preferences, the importer buys to meet them, and if the shipment does not agree in color or size of grain with sample, he has rightful cause to find fault, even though the shipment be entirely equal in quality to the sample.

There must be a systematic and energetic effort to promote the export business or Chilean seed will supplant the American in the British markets. This is too serious a matter for American dealers to pass over lightly. The rapid increase of Chilean exports proves this conclusively. British farmers say that American seed is not as hardy as English and Chilean, but this is probably a prejudice. A leading American shipper made a number of experiments which convinced many British dealers that American seed is quite as hardy as the English, but farmers here still adhere to their old belief.

Nineteen Canadian wheat smugglers who were safely on the Canadian side sent an attorney to Fargo, N. D., to plead guilty and pay the fine, so that they could visit their friends south of the line. Thus far 34 smuggling cases have been disposed of.

Of course, in a modern market, contracts are not confined to sales for immediate delivery. People will endeavor to forecast the future and to make agreements according to their prophecy. Speculation of this kind by competent men is the self-adjustment of society to the probable. Its value is well known as a means of avoiding or mitigating catastrophes, equalizing prices, and providing for periods of want. It is true that the success of the strong induces imitation by the weak, and that incompetent persons bring themselves to ruin by undertaking to speculate in their turn. But legislatures and courts generally have recognized that the natural evolutions of a complex society are to be touched only with a very cautious hand, and that such coarse attempts at a remedy for the waste incident to every social function, as a simple prohibition, and laws to stop it, are harmful and vain.—Justice Holmes of the U. S. Supreme Court.

Manipulation of Expense Bills at Louisville.

Interstate Commerce Commissioners Cockrell and Clements took testimony at Louisville, Ky., July 14, 15, 17, 18, showing that the complaints by grain dealers at East St. Louis, Cairo and Evansville of fraud in the manipulation of expense bills at Louisville were justified.

W. A. Thompson testified that the Kentucky Distillery frequently returned the expense bills to sellers of grain and in many instances sold the bills at \$1 each, enabling other shippers to secure the 3-cent shrinkage on grain shipped southeast from Louisville. This had been a custom for 15 years.

E. S. Blish, of Seymour, Ind., said: In order to test the system in vogue here I engaged an agent in Louisville and shipped direct to him. It was not known that he was acting for me, and he was enabled to purchase expense bills from Louisville shippers at \$1 each, present them to Mr. Washburn and secure the shrinkage of three cents in the 100 pounds. I kept my agent here merely long enough to satisfy myself that the regulations shutting out Indiana millers could be circumvented.

Chas. T. Ballard, of Louisville, said: The expense bills are furnished local purchasers of wheat which comes from west of the Mississippi river. Wheat loses its identity after reaching Louisville. If two carloads of wheat reach Louisville, and one car is ground into flour and sold to local consumers, it is our privilege to place the expense billing having accompanied that carload of wheat on a shipment of flour possibly made from wheat purchased in Indiana. The fact that more than two-thirds of the wheat purchased by us comes from west of the Mississippi river entitles us to the three-cent shrinkage on all flour for the Southeast shipped from Louisville.

A. Brandeis, of Louisville, stated that he had never bot any expense bills from any other person to take advantage of the 3-cent shrinkage, but that he had borrowed some.

Frank N. Hartwell said it was unfair to single out Louisville for practices that obtain as commonly in St. Louis, Evansville, Memphis and other gateways.

C. W. Bullitt, of Henderson, Ky., testified that it was a common practice to buy expense bills, and that conditions in Louisville operate as a gross discrimination against all of the other gateways to the southeast.

Geo. S. Powell, of St. Louis, said he had found it hard to do business in the southeastern territory against the Louisville dealers. "We often buy grain out of the elevator in St. Louis and insist on an expense bill going with it. Regular customers are allowed this privilege. It does not matter in whose name the expense bill is made nor for whose grain the bill was issued."

It was shown by W. T. Vandenberg, general freight agent of the Southern Railway, and F. W. Hudson, general freight agent of the Louisville, Henderson & St. Louis Railroad, that manipulations of way and expense bills had been common during several months of last year. The alleged fraud in nearly every instance consisted in changing the expense bill so that it could be used to ship a different commodity from that for which it originated. The name of one firm appeared on many of the bills which

Mr. Hudson declared to have been manufactured. Seventeen bills originating for one kind of grain and changed for shipping another sort of grain to the southeast bore the name of this firm as consignee in and consignor out of Louisville.

The evidence presented July 17 consisted of sixty-seven "expense bills" taken from the local office of the Southeastern Mississippi Valley Assn., some of which had been altered and the rest duplicated and even triplicated, with the result that the Louisville shipper was given an illegal advantage of a 3 cents per 100 pounds over competitors selling grain in Southeastern territory.

The duplicated bills introduced July 17 were admitted by counsel for all parties interested to have been in many cases forged from beginning to end. The others had been obtained by erasing such words, for instance, as "bricks" and writing in wheat. Every one of the bills introduced was in favor of a single Louisville grain firm which does an immense business in the southeast. As the bills thus far shown cover only the months of September and October, 1904, those interested expect the total number of such bills used during the last two years to number hundreds and to cover a saving in freights to the guilty users of many thousands of dollars, to say nothing of the advantage reaped in getting hold of the grain trade of the southeast.

Boston Scores the Interstate Commission.

In reviewing the decision of the Interstate Commerce Commission in the grain rate differential the sub-committee of the Boston Chamber of Commerce recently made the following report:

In this remarkable decision the commission, after stating that the purpose of the original differential agreement of 1877 was to create equal thru rates, finally decided that subject to slight modification, the differentials provided for in that agreement should now subsequently be retained for the astonishing purpose of creating unequal thru rates.

It strives to create an artificial division of the export traffic between the different ports by strangling competition thru a so-called "equalization of advantages." It deliberately invites and encourages rate cutting.

In one place it lays stress upon a distance as a most important factor, and in another, where the distance, Buffalo to Baltimore, Philadelphia and New York, is equal, or in fact slightly less to New York than to Baltimore, it ignores its former view and conceives it to be of no consequence.

It decrees that grain carried from Fairport to Baltimore shall be carried at a lower rate than from Buffalo to Boston, altho the distance is precisely the same, 480 miles, thus violating the spirit of the United States constitution forbidding preference in regulation of commerce to ports in one state over those of another.

Lastly the commission has to the extent of its ability compelled the New York and Boston railroad lines to charge higher rates than they are ready and willing to accept. The dissenting opinion of Commissioner Clements emphasizes the illogical character of the decision.

We believe, however, with Commissioner Clements that the export freight differentials are to themselves illegal, in-

as much as they are an interference with free competition and are therefore in restraint of trade. We therefore shall not cease to demand their abolition.

Grain Carriers

The Harriman lines will purchase 4,000 box cars.

The Erie road, it is said, will transfer all its freight at Marion, Ind., instead of at Chicago.

The next meeting of the international waterways commission will be held at Buffalo, Sept. 11 and 12.

The American Shipbuilding Co. now has orders on its books for 12 lake steamers for 1906 delivery.

Track has been laid on 29 miles of the Northern Pacific extension from Edgley toward Dawson, N. D.

Surveys have been made for 15 miles of the 150 projected by the Great Southern from the Dalles to central Oregon.

The Mexican roads have reduced the rate on wheat, including bridge toll at Laredo or Eagle Pass, to Mexico City, from \$24.99 to \$19.09 per 1,000 kilos.

The Illinois & Missouri Tunnel Co. has been incorporated with \$100,000 capital stock, by E. L. Thomas and others, to excavate a tunnel under the Mississippi River at St. Louis.

The Great Northern is building in North Dakota from Munich to Sarles, 20 miles, and from Westhope to Antler, 13 miles. The branch from Towner to Newbury, 35 miles, has been completed.

Numerous extensions will be built by the new South Dakota Central R. R. Co. The north extension will touch Wentworth, Brookings, Watertown and Wauabay. Three branches will extend to the Missouri River.

The 50th anniversary of the opening of the Sault Ste. Marie Ship Canal will be celebrated Aug. 2 and 3 under the auspices of the state of Michigan. Every state bordering on the lakes will be officially represented.

A reasonable rate is one that will make just and fair return to the carrier when it is charged to all who are to pay it without unjust discrimination against any, and when the revenue it produces is subject to no improper reductions. When by direct violation of law, or by devices that are intended to evade its provisions, the published rates are departed from, its own conduct in such a case fixes the maximum of the claim it can with any propriety make upon the public.

Had a big scare, nearly killed, scratched all over, nearly bled to death. That blamed bull tossed and tossed me; thought I was a goner sure. A bear came, the bull ran; I ran; the bear made a swipe at me. My clothes all gone, pocketbook gone, cash gone—nothing left. Yes, have nerve left. I will shoot that blame bull; I will kill that grizzly if it takes years. Such animals should not run at large. Grain men know enough to keep out of their way; other people don't. Bankers don't; some grain men don't.—Campbell, McLean & Co.

Trading at Liverpool.

A visit to the Corn Exchange at Liverpool, Eng., by Geo. H. Daggett, of the Minneapolis Chamber of Commerce, who has recently returned from a European trip, is described by him in the *Journal* as follows:

At 9 o'clock we went on the floor; there was no one in sight but a janitor. We waited. About 10 o'clock the members began to assemble, all men of refined manner, extremely well dressed and very quiet. Golf was the general subject of conversation, and the fact that Barbour had got into the finals in a recent tourney was a great joke. Everyone talked golf.

After half an hour of golf talk one member advanced to the center of the room where an oval ring of brass tacks appeared on the floor. Putting his toes against the tacks and standing outside the oval, he offered to buy wheat. Soon a man came up on the other side and faced him, and after a bit more members stood with toes on the tacks and sparred across, buying and selling. As nearly as I could make out about three boatloads, or 24,000 bus. of wheat changed hands. Our American markets had closed almost 2c lower the day before, but as this Liverpool business was done at about the same prices as had rules there the day previous, the cables, of course, carried the information to the breath-holding American traders that Liverpool had opened strong, and, as I afterward learned, all American markets immediately started back up with a rush. Then, having by a business of about 24,000 bus. of wheat influenced the world's markets, the gentlemen fell back into the discussion of the great golf tourney.

Extreme courtesy was the order on the floor. One could not fail to be impressed by the bearing of the members, all apparently high types of business men, but the importance given to matters of sport and recreation and the absence of that American rush after the almighty dollar was very noticeable.

Having associated the Frenchman with extreme courtesy and politeness, one must be prepared for something of a shock when he goes on the bourse, for, however polite the French may be as a nation, it does not show in their center of finance. I saw men jostled and pushed and pulled about in a manner that in Minneapolis would have started a riot. Indeed, I do not ever remember that in the greatest excitement in the American grain markets, when delay in executing a trade might mean a heavy loss, that I have ever seen men behave with such rudeness as on the bourse. My impression was that, while the Frenchman may possess the shrewdness and foresight to make a good speculator, he lacks poise, and would be likely to lose his head under a heavy commitment in the event that the market went wrong.

The English grain trader, on the contrary, may be a little slow, but he is certainly a safe man to tie to. He might miss an opportunity, especially if there was a golf game going on anywhere, but he would not be likely to do anything foolish. He impressed me as conservative and cautious, but by no means dull or poorly informed—only a slow-mover, one who takes life as it comes and refuses to let business cares or worries break him down, but who usually accomplishes what he sets out to do in his own slow way.

The English grain man is a splendid fellow, and usually a man of ability and well educated, but to an American he is a slow proposition.

Elevator Boots — V.

VARIOUS PROPOSED REMEDIES.

BY R. M. PIERCE.

With scarcely an exception, all the remedies proposed (so far as the writer knows) to correct the evil and disastrous results arising from defectively constructed boots, by choking in their daily operation, can scarcely be called remedies, for they do not operate until a choke exists. The forming of a choke is so sudden, it gives but a few seconds' warning, then all is over.

In some elevators automatic feed gates have been in use for some time, but owing to the various conditions of the grain, it has been found impossible to adapt a reliable device, suitable to all these conditions. Various systems of alarms, electric and otherwise, to notify operators that a choke is forming, or actually exists, are much in use, and in some isolated instances these may reduce the resulting damage. But it is almost impossible for the operator to respond to the notice quick enough to be of any service. Some kind of notice is always given without these devices; either by a slowing down of the belt, grain overflowing from the cups, or smoke from a burning belt. But so quickly is the action that the damage is done simultaneously with the notice given. The slowing down of the speed of the cup belt caused by a choke (which is necessary to put into operation most of the "alarms"), is not only notice of that one fact, but unfortunately also another, to wit: "That the head pulley is now *shipping*, under the belt, and will burn it off in a minute, perhaps has already set the building afire."

The trouble with all of them is, that they are not put into operation, or do not operate until too late. The horse is stolen, then the door is locked.

One attempted remedy, a very costly one, which is in fact no remedy at all, but strange to say is used the world over without complaint, is to install a *boot leg, belt and cups* twice the size needed for actual elevating purposes, so there will be a margin of *one-half*, or *one hundred per cent* to go on, towards anticipating a choke.

Notwithstanding this large margin, this extra outlay of money, in *every elevator built*, in hope of guarding against frequent chokes, they do occur. Every choke, and all the disastrous consequences following, which have been graphically described by many writers heretofore, has occurred, in spite of this effort to prevent it. The reason appears to be that all these proposed, so-called remedies aim in the wrong direction. They seem to recognize a *choke* as a *necessary fact*, or *evil*, with no hope of preventing it; and aim simply to minimize the damage.

Strauss, Kuhn & Co., of Mexico City, have begun building their malting plant, which is to have a capacity of 1,200 bus. per day.

Directors of agricultural experiment stations in the southern states held a meeting at Washington recently to consider the cotton boll weevil.



Cover's Dust Protectors
Rubber Protectors, \$2.00
Metal " " 1.50

Sent postpaid on receipt of price; or on trial to responsible parties. Have automatic valves and fine sponges

H. S. COVER
153 Paris St. South Bend, Ind.

Durable Wire Rope Co.

Grain Shovel Ropes Car Haul Ropes

JUPITER TRANSMISSION ROPES

171 Lake Street CHICAGO

Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little. Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

Caldwell & Barr

EARL PARK, INDIANA

Wheat Tables

On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in 2 colors on heavy Bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

Grain Dealers Co.

255 La Salle Street, - - Chicago, Ill.

\$16 FOR THE ROUND TRIP TO ST. PAUL AND MINNEAPOLIS, VIA

CHICAGO GREAT WESTERN RY.

Tickets on sale daily to September 30th. Final return limit October 31st. Also equally low round-trip rates to other points in Minnesota, and to points in North Dakota, Colorado, Utah and Wyoming. For further information apply to F. P. Lasier, G. A., 115 Adams St., Chicago, Ill.

The Unit Billing and Record System for Line Elevator and Grain Commission Business.

BY CHARLES E. ELLIS.

Simplicity is valuable, especially in the office where a large volume of business is transacted. The more complicated a set of books or forms the more labor and care are required to secure accurate accounting.

In the rapid growth of the grain business, the method of keeping accounts and performing routine office work seems to have received very little attention, and systems which, when originally installed, were adapted to care for the average number of transactions are not adequate to handle the increasing volume of business. Consequently many large concerns still follow the primitive plan which has been patched and stretched from time to time to meet new conditions, with the result that half the labor in a grain office is dead waste, waste of time and money that a modern system would save.

C Copy of Invoice and Account of Sale (on blank light weight white paper)

D Confirmation to Shippers (on white bond)

E. Confirmation to Purchaser (blue bond)

F Office Record Card (red board).

The sales cards of each day are received from the salesmen and passed to the billing clerk, who inserts the above set of printed forms, with carbon paper between, in a Fisher billing machine, and at one operation fills out the six copies,

which completes the confirmation to shipper and purchaser; lists the car on the office record card, and partially completes the invoice and account of sale.

The confirmations are then sent to shipper and purchaser, the record card (with the car number placed in the right upper corner) is held in a vertical file awaiting the receipt of weights. The partially completed invoice, account of sale and copy are held in a flat desk file, alphabetically arranged.

The office record card is a perpetual

A BOUGHT OF **CARGILL ELEVATOR CO.**
WHOLESALE GRAIN DEALERS.
MINNEAPOLIS, MINN.
507 CHAMBER OF COMMERCE.

Date		Time		No.		
STATION	CAR NO.	INIT. ROAD	DESTINATION	GRADE	PRICE	AMOUNT
COMMODITY	GROSS WEIGHT	GROSS BU.	DOCKAGE	NET BU.		

record of every transaction connected with each particular car, and to be readily accessible must be properly indexed. For this particular line of business it is often necessary to locate sales by referring to the car number, and with this system it is a very simple matter. Two vertical files are used, a small one containing the cards representing uncompleted sales, which serves as the active file, and a large sectional file for sales that have been closed and accounted for.

The active file contains guide cards numbered 100-125-150-175-200-225 up to 1,000, and in filing the cards to facilitate locating them the first and last two numerals are used as a filing index; for instance, a car being numbered 22,350, the index number would be 250.

To accommodate a large quantity of cards in the permanent file subdivisions (1-2-3-4-5-6-7-8-9-0) can be used between each of the above guides, showing the last numeral of the index number. This method of filing has been found to be very elastic, and complete enough to handle the business of the largest as well as the smallest concern.

The above method of filing requires that each card contains the listing of one car; as the return weights are not all re-

B ACCOUNT SALE BY.. **CARGILL COMMISSION CO.**

WHOLESALE GRAIN DEALERS.

MINNEAPOLIS, MINN.

507 CHAMBER OF COMMERCE.

Date		Time		No.		
STATION	CAR NO.	INIT. ROAD	DESTINATION	GRADE	PRICE	AMOUNT
COMMODITY	GROSS WT.	GROSS BU.	DOCKAGE	NET BU.		

For Account of _____

Minneapolis, Minn.

COMMISSION

NET PROCEEDS

ADVANCE

BALANCE

CARGILL ELEVATOR CO. _____ 190 _____

PER _____

A system shaped on new lines has recently been installed in the office of the Cargill Elevator and Com'n Co., and while the change in method is radical and almost revolutionary, experience has shown not only its economy, but many other advantages. Below is given an outline of this system, which by a slight rearrangement can be applied to every grain commission business.

The key to the system is the making of manifold copies on a Fisher machine, and the primary object of a manifold system is to obviate duplication of labor, making all necessary entries at one writing and at the same time minimizing the possibility of error so prevalent in any system that requires transcriptions.

Figure 1 shows the set of forms used for Commission Sales, and consists of,

A Invoice (on canary bond)

B Account of Sales (on white bond)

D **CARGILL COMMISSION CO.**

WHOLESALE GRAIN DEALERS.

MINNEAPOLIS, MINN.

507 CHAMBER OF COMMERCE.

Date		Time		No.	
STATION	CAR NO.	INIT. ROAD	DESTINATION	GRADE	PRICE

The above car received by us this date, sold on a basis \$1.50 switch to be paid by seller unless otherwise specified.

Yours truly,

CARGILL COMMISSION CO.

Per _____

Received from _____

ceived at the same time, each car is treated as a unit, and should a sale of a number of cars be made to one party, each car would be invoiced separately and the amounts totaled on the adding machine, which furnishes a memorandum for the convenience of the customer's cashier in writing check for payment.

After completing the confirmations the weight cards are made out, each elevator or mill to which cars are ordered is assigned a card, and all receipts are entered on these weight cards; the use of a

The billing methods of nearly all grain dealing firms, though fundamentally the same, are somewhat different in operation, but the Unit Billing and Record system can be easily applied in any office, effecting a great saving. In this particular instance it has supplanted the car book, commission sales book, car index book, purchase book and a number of other miscellaneous books, as well as forming a more accessible record. A very commendable feature of this system is that the shipper is assured an accurate

E Gentlemen:—We confirm sale to you this date as follows.
Please check and if not correct notify us at once.

Yours truly,
CARGILL ELEVATOR CO.

Per _____

Date	Time	No.
STATION	CAR NO.	INIT. ROAD
DESTINATION	GRADE	PRICE

weight card for each elevator facilitates obtaining weights at the weighmaster's office as the cars unloaded are indicated by car number and weights given under the name of the elevator.

When the weights are obtained the record card is completed with a pencil, checked for errors and passed to the Fisher machine operator, who completes the invoice, account of sale, and the copy of both, the copy is used as a posting medium and filed chronologically according to account of sale number, to facilitate auditing.

In posting, the adding machine is brought into use and the amount of several cars bunched in one sum whenever possible, thus giving the system the advantages of the unit method as well as the convenience of posting in totals. This system so completely revolutionizes the billing method in the grain business that it would require a large volume to outline all the advantageous ways it may be applied.

deal, as both confirmations are made at one writing.

The same system is used for their line elevator trade, forms B and D being omitted.

The original entering is done the same as for the commission sales, the copy of the invoice, however, forming a station credit-ledger page, the shipments for each station being filed together and totaled once a month with the adding machine.

By the use of this system the arduous labor and night work during the busy season is entirely eliminated, and it brings the office work down to its simplest form.

The directors of the Corn Products Co. state that the demand has been restricted by the uniformly high prices of corn.

The directors of the Rice Assn. of America at a recent meeting adopted resolutions favoring county and neighborhood organizations of rice farmers.

F BOUGHT OF **CARGILL ELEVATOR CO.**
WHOLESALE GRAIN DEALERS.
MINNEAPOLIS, MINN.

507 CHAMBER OF COMMERCE.

Date	Time	No.
STATION	CAR NO.	INIT. ROAD
DESTINATION	GRADE	PRICE
COMMODITY	GROSS W.	GROSS BU.
DOCKAGE	NET BU.	

For Account of	SWITCHING.....	
	INSPECTION.....	
	WEIGHING.....	
	FREIGHT.....	
	COMMISSION.....	
	NET PROCEEDS.....	
	ADVANCE.....	
	BALANCE.....	

Minneapolis, Minn. _____

CARGILL ELEVATOR CO. _____ 190 _____

PER _____

Security Envelope Co.'s

Metal Clasp Flour and Grain Envelopes

Best on the Market

More of this style used than all others combined. Write us for prices.

MINNEAPOLIS, MINN.



The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Coupling Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



TRIUMPH POWER CORN SHELLE

CO. BARTLETT & SNOW (O.) CLEVELAND O.

SUCCESS

You know you should not make a Success in the Grain business if you had not spent years studying it and yet you attempt to trade in the options and in Stocks without knowing ALL about it.

We give up all of our time to studying the markets and market conditions. You ought to know us and our methods.

Our book Success will explain our ideas. It will cost you only the time in which to read it. Send for it today.

Market Chart Co.,

910-255 La Salle St.,

Chicago, Ill.

Est. 1900.

Inc. 1902.

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/4 x 13 1/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company

255 La Salle Street CHICAGO, ILL.

Supreme Court Decisions

A pledge of warehouse receipts need not be evidenced by any writing, but may be effected by mere delivery.—*Blanc v. Germania Nat. Bank*. Supreme Court of Louisiana. 38 South. 537.

A common carrier cannot contract against liability for damages arising through its own negligence.—*Yazoo & M. V. R. Co. v. Grant*. Supreme Court of Mississippi. 38 South. 502.

Where a carrier agreed to transport freight to a point beyond its own line by means of a certain designated connecting carrier, delivery to a different connecting carrier was a breach of the contract.—*Eckles v. M. P. Ry. Co.* St. Louis Court of Appeals, Missouri. 87 S. W. 99.

Where freight is delivered by the initial carrier in good condition and without unreasonable delay to a connecting carrier for shipment to destination, the liability of the initial carrier on account of the shipment ceases.—*Southern Ry. Co. v. Vaughn*. Supreme Court of Mississippi. 38 South. 500.

A purchase for actual delivery of necessary commodities required in the ordinary course of business, and not for wagering or gambling on the fluctuations of the market, is not a violation of Laws 1905, c. 538, prohibiting dealing in futures.—*State v. McGinnis*. Supreme Court of North Carolina. 51 S. E. 50.

A contract not to enter into business in competition with a complainant for a term of years, based on a good consideration, may lawfully extend to all territory wherein complainant's trade is likely to go, having regard to the nature of the business.—*Knapp v. S. Jarvis Adams Co.* Circuit Court of Appeals. 135 Fed. Rep. 1008.

The action given by Const. art. 4, sec. 26, to recover money paid on contracts for the sale of stock on margin, lies in favor of the principal against the broker who procures the stock for him, although the latter does not himself sell it to the former, but purchases it from another broker for the former's account.—*Stilwell v. Cutter*. Supreme Court of California. 80 Pac. 1071.

Where the buyer and seller have equal knowledge or opportunities of knowing the properties or qualities of the thing in question, and each relies on his own judgment and observation in regard to the matter, each deals on the strength and basis of his own opinion; and there is no warranty, either express or implied, involved in the transaction.—*Collins v. Tigner*. Superior Court of Delaware. 60 Atl. 978.

On a change being made in the method of operating machinery after employment has been accepted, as where an employee was directed to place a belt on a pulley while in motion, where his practice had been to stop the pulley and place the belt thereon, the question whether the increased hazard was so obvious that a man of ordinary prudence, under like conditions, would know and appreciate the danger which extended to continued employment, was for the jury.—*Jones v.*

American Warehouse Co. Supreme Court of North Carolina. 51 S. E. 106.

Where an unincorporated voluntary association expelled an alleged member for nonpayment of dues, and the alleged member had no knowledge of the proceeding until long after, and just before he commenced suit to enforce his rights as a member, he was not deceived to his injury, and hence the association was not estopped to deny that he had ever been a member.—*Konta v. St. Louis Stock Exchange*. Supreme Court of Missouri. 87 S. W. 969.

In an action against a carrier for failure to furnish cars at the time agreed on for a shipment, it appeared that plaintiff called up the station agent by telephone, but was told that the station agent was not there; that plaintiff gave his order for cars to the one who answered, who stated that it would be all right; but it appeared that he had no authority, and that plaintiff had no reason to think that he had. Held not to show any contract to furnish cars.—*Gulf, W. T. & P. Ry. Co. v. Fromane*. Court of Civil Appeals of Texas. 86 S. W. 651.

In a contract for the sale of goods by sample, a provision that the buyer should examine the goods promptly on delivery, and if they failed to comply with the warranty he would within five days from the date of delivery give notice of such failure to the seller, and if such notice was not given all warranty of the goods should be waived, was valid, and a failure to give notice within the time specified operated as a waiver of the warranty.—*Walter Pratt & Co. v. Meyer*. Supreme Court of Arkansas. 87 S. W. 123.

Another Kansas City flood damage suit has been decided by a court of last resort, and in favor of the consignee of the goods. J. M. Jarrel had consigned to him at Granger, Tex., a carload of vehicles from Indianapolis, Ind., delivered by the Big Four at Pekin, Ill., to the Santa Fe, and caught in the flood at Kansas City on May 31. Altho the waters had subsided by June 16 sufficiently to enable the railroad to remove the vehicles, they were negligently permitted to remain on the tracks until July 18. The jury gave judgment against the roads for \$1,200. Court of Civil Appeals of Texas. 86 S. W. 632.

W. L. Watkins & Co., of Aberdeen, Miss., bot a car of corn of Guthrie & Co., thru their agents, Walker & King, and on arrival at Aberdeen forwarded the car to Gilmore & May at Amory, Miss., without inspection and without breaking the seal of the car. The corn was found to be unsound and was refused by Gilmore & May. Watkins & Co. brot suit against Guthrie & Co. to recover damages, but the Supreme Court of Mississippi decided against Watkins & Co., on account of their neglect to examine the corn on arrival at Aberdeen, and the consignment by them of the corn to Amory, which established an acceptance. 38 South. 370.

A railroad company leasing a part of its right of way for a coalhouse is not acting in the capacity of a common carrier, and may stipulate that it shall be exempt from liability for loss by fire communicated by sparks from locomotive or otherwise. Though an assignee of a lease of a part of a railroad right of way for a coalhouse is bound by a stipulation in the lease that the company shall not be liable for loss by fire communicated from locomotives or otherwise, a

substantant of the company's lessee may recover for loss by fire negligently set by the company.—*J. C. Wooldridge & Son v. Ft. Worth & D. C. Ry. Co.* Court of Civil Appeals of Texas. 86 S. W. 942.

Where a person engaged in business buys or sells futures to avoid risks in his business by reason of possible fluctuations in the commodities which he needs in the ordinary course of his business, retaining bona fide the right to call for delivery, and there is no intention not to exact delivery, the contract is valid, though he may think it probable that he may not need to call for delivery; and such bona fide contract in aid of business, and not for gambling, is authorized by Laws 1905, c. 538, sec. 7, permitting persons engaged in manufacturing or wholesale merchandising to purchase or sell the necessary commodities required in their business.—*State v. Clayton*. Supreme Court of North Carolina. 50 S. E. 866.

Damage to cargo from the sinking of a ship after arriving in port, due to hurried and imprudent unloading, which brought the center of gravity of the ship too high for safety, does not result from "faults or errors in navigation or in the management of said vessel," within the meaning of the Harter act of February 13, 1893 (27 Stat. at L. 445, chap. 105, U. S. Comp. Stat. 1901, p. 2946), sec. 3, exempting the owner of the vessel from liability, but arises from "negligence, fault or failure in proper loading, storage, custody, care or proper delivery" of merchandise, under sec. 1 of that act, so as to preclude any stipulation of exemption.—*Oceanic Steam Navigation Co. v. John W. Aitken*. Supreme Court of the United States. 25 Sup. Ct. Rep. 317.

The Texas Court of Civil Appeals has reversed the decision of the Collin County Court in the suit of the McDermitt Grain Co. against the St. Louis & San Francisco Railroad Co., to recover damages for delay in transit by which a car of corn went out of condition. The grain was delivered to the railway at Vinita, I. T., in good condition by the sellers, the Doggett Grain Co. Altho 5 days was a reasonable time in which to transport the corn to Comanche, it was delayed 22 days, and became rotten and worthless. The McDermitt Grain Co. sold the corn to R. B. Newman, of Comanche, and made draft on him, which he paid. Newman complained that the corn was damaged and not up to contract, and brot suit, which W. S. McDermitt compromised by the payment of \$361. The Collin County Court gave the Doggett Grain Co. judgment against the railroad for \$450. The Court of Appeals, in reversing the judgment, stated that the amount awarded should have been \$361, as the grain company was only entitled to compensation for the damages sustained by it.—87 S. W. 355.

The tariff bill which passed the Cuban House June 28 increased the duty on corn from 39 cents to \$1.50 per 100 kilos, with a reciprocity preference of 30 per cent off.

Winter wheat was sown last fall by a farmer near Fairmont, in the southern tier of Minnesota counties. On the north side of the knoll the crop was killed by the northwest wind, while on the level and the south side the wheat is thick and promises a bountiful crop. Many farmers who have observed the experiment will sow this fall.

Supply Trade

If a man can do business he shud let it be known.—Benjamin Franklin.

The Foos Gas Engine Co. has opened a branch office at 311 Main street, Cincinnati, O., under the management of Weagley & Brown.

The Macdonald Engineering Co. has obtained a Canadian charter, with \$50,000 capital stock, to facilitate the execution of contracts for elevators in Ontario.

The Fuller & Johnson Mfg. Co., manufacturers of gasoline engines, will remove the Des Moines, Ia., branch to a new building at 205 and 207 West Walnut.

The Power Engineering Co. has opened an office in the Corn Exchange, Minneapolis, Minn., to do a general eltr. supply business. The firm consists of A. J. Bogart, formerly with Allis-Chalmers Co., and J. W. Shuman.

Breathes there a man with soul so dead
Who never to himself had said,
"My trade of late is getting bad,
I'll try another ad."
If such there be, go mark him well;
For him, no bank account shall swell;
No angel watch the golden stair
To welcome home a millionaire.
The man who never asks for trade
By local sign and oft displayed,
Cares more for rest than worldly gain
And patronage but gives him pain.
Tread lightly, friends, let no rude sound,
Disturb his solitude profound;
Here let him live in calm repose
Unsought except by men he owes.
—Winnipeg Commercial

The Skillin & Richards Mfg. Co., of Chicago, Ill., has issued catalog B, of 32 pages, devoted entirely to three of the many lines turned out by its shops, friction clutches, conveyors and buckets. Prices and dimensions are given for all the different sizes of the Muir Improved Steel Plate Friction Clutch, extended friction clutch sleeves, brass bushings, the Hub Friction Clutch Pulley, Salem Steel Elevator Buckets, sectional flight spiral steel conveyors, conveyor hangers and cast iron end boxes. Copies of the catalog will be sent to readers of the Grain Dealers Journal on application to the company.

Late shipments of U. S. Corn Shellers and Constant Chain Feeders by the B. S.



Weeds in his Garden.—Tama Jim Willson as the "Man with the Hoe."—Minneapolis Journal.

Constant Co., of Bloomington, Ill., include the following: Petersburg Milling & Grain Co., Petersburg, Ind., one No. 3 U. S. Corn Sheller, right-hand over discharge; W. J. Johnston, Carey, O., No. 4 U. S. Sheller and two chain feeders; National Eltr. Co., Hume, Ill., one No. 3 U. S. Sheller, left-hand over discharge; Foresman Eltr. Co., Foresman, Ind., one No. 3 U. S. Sheller and one chain feeder; Cleveland Grain Co., Mattoon, Ill., one No. 3 U. S. Sheller and one chain feeder; Goff Grain Co., Goff, Kan., one No. 4 U. S. Sheller; Stockton Eltr. & Shipping Assn., Stockton, Kan., one No. 4 U. S. Sheller, right-hand under discharge. From one to three chain feeders were shipped to Daleville Sand, Lime & Brick Co., Daleville, Ind.; J. L. Murphy, at Sycamore, Ill.; Shultz & Rosenbarger, Keensburg, Ill., and the Pierce Grain Co., Union City, Ind.

Imports and Exports of Rice.

Imports of rice and rice products during the 11 months prior to June 1 were 41,246,140 pounds of rice and 57,723,928 pounds of rice flour, rice meal and broken rice, compared with 70,291,571 pounds of rice and 69,241,984 pounds of rice flour, rice meal and broken rice for the corresponding period of the preceding season.

Exports of rice and rice products for the 11 months were 73,203,160 pounds of rice and 38,061,895 pounds of rice bran, meal and polish; compared with 1,750,290 pounds of rice and 26,625,345 pounds of rice bran, meal and polish for the same months of 1903-4.

Exports of foreign rice during the 11 months were 8,561,203 pounds, compared with 9,730,834 pounds during the corresponding 11 months of 1903-4, as reported by O. P. Austin, chief of the bureau of statistics.

New Kansas Wheat Grades.

The Kansas Grain Commission, consisting of G. W. Glick of Atchison, J. T. White of Ada, and J. B. Cory of Harper, at a meeting with 40 millers and grain dealers at Topeka, Kan., July 12, established the grades for the ensuing year.

The Commission declined to establish a separate grade for Turkey red wheat, as requested, as it is impossible to distinguish some samples of Turkey wheat from the common wheat.

Millers gained a point in the rule making' scoured and clipped wheat No. 3 or lower. The new wheat grades are:

No. 1 Hard—Shall be pure, hard winter wheat, sound, plump, and well cleaned, and shall weigh not less than 60 pounds to the bu.

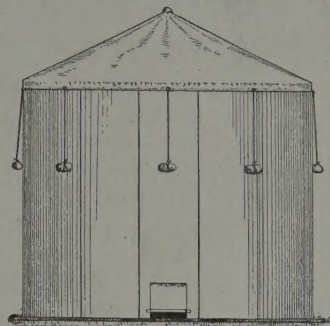
No. 2 Hard—Shall be sound, dry and reasonably clean hard winter wheat, and shall weigh not less than 59 pounds to the bu.

No. 3 Hard—Shall be hard winter wheat, sound, and some may be bleached, but not clean or plump enough for No. 2, and shall weigh not less than 56 pounds to the bu. All scoured and clipped wheat cannot be above No. 3.

No. 4 Hard—Shall be hard winter wheat, tough, or from any cause so badly damaged as to render it unfit for No. 3 hard.

Rejected Hard—All very damp, very musty or very smutty, trashy, stack-burned or dirty hard winter wheat.

PORTABLE GRAIN BIN



800 to 2,000 Bushels Capacity.

Can be set up or taken down in a few minutes. May be set under the elevator of a machine. A handy Bin for either farmer or grain dealer. Furnished with or without floor and waterproof cover with ventilator. We also manufacture Corn Cribbs and Wire Fence. Catalogue free.

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GRAIN CONTRACT BOOK

This book is designed especially for country grain men to use in taking written contracts from farmers. The contracts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The stub is signed by farmer certifying that he has sold bushels of at per bushel to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by elevator man and given to farmer. It certifies that the elevator man has bot so much grain, etc.

Each book contains 50 contracts, printed on linen paper, size 3 3/4 x 10 1/2 inches.

You can not afford to be without these contracts as they insure delivery of grain bot, prevent losses and worry in making settlements. Grain No. 3, Price 50 cents. Address

Grain Dealers Co.
10 Pacific Ave. Chicago, Ill.

EXCELLENT OPENINGS FOR MILLS

All owners of flour mills and grain elevators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the



We will be glad to give particulars regarding very fine openings for mills, especially in the best wheat growing sections of Oklahoma where large quantities of wagon wheat can be secured. Excellent inducements can be secured from local parties.

Write for a copy of handbook entitled "Opportunities".

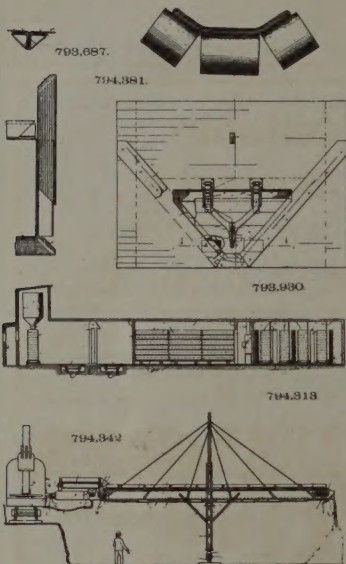
M. SCHULTER
INDUSTRIAL COMMISSIONER
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Patents Granted

Explosion Engine. No. 793,842. Robert O. LeBaron, Pontiac, Mich.

Attachment for Explosive Engines. No. 794,011. Wm. B. Hayden, New York, N. Y.

Means for Starting Gas Engines. No. 794,275. Walter J. Bell, Los Angeles,



Cal., assignor of 1/2 to Samuel L. Kistler, Los Angeles.

Internal Combustion Motor. No. 794,683. Carl C. Riotte, New York, N. Y., assignor to Standard Motor Construction Co., Jersey City, N. J.

Internal Combustion Engine. No. 794,192. John W. Seal, Hammersmith, London, Eng., assignor of 2-3 to John Bernard Langford, Chiswick, Eng.

Conveyor. No. 794,342. (See cut.) John D. Buchanan, Memphis, Tenn. The endless conveyor is formed of a plurality of connected plates of spring metal. Endless cables traveling over two drums are secured to cross-bars having rollers running on tracks.

Grain Car. No. 793,930. (See cut.) John J. Hennessey and Peter N. Moore, Milwaukee, Wis. A triangular opening in the car is closed by a triangular gate, which is held by outside stops, from which the gate first slides clear and then swings outward. The movement is controlled by link and lever.

Conveyor Belt. No. 794,381. (See cut.) Thos. Robins, Jr., New York, assignor to Robins Conveying Belt Co., New York, N. Y. A facing which is alike on both surfaces of the belt is combined with a backing or core which is thinner at the central portion of the belt than at the side portions, the belt being of approximately the same thickness thruout.

Leg for Grain Elevators. No. 793,687. (See cut.) Chas. H. Smith, Chicago, Ill. Two adjacent abutting sections of the leg tubing have their edges margined with flanges formed by overturned edge portions of the tube sections. Back of the flanges and adjacent to the pipe wall are pockets into which are inserted the blades of the clamps, which are triangular in cross section.

Malt House and Malting Apparatus. No. 794,313. (See cut.) Wm. P. Rice, Chicago, Ill. This process is continuous, after the manner of a lumber dry-kiln, in that the material is loaded upon trucks and moved thru the room. The plant consists of steep tubs, germinating room and drying room. The steeped barley is spread on superimposed shelves supported on wheeled frames, completely filling the room from floor to ceiling.

Imports and Exports of Hay.

Hay imports during the 11 months prior to June 1 were 42,698 tons, compared with 98,874 tons during the corresponding period of 1903-4.

Hay exports during the 11 months were 61,202 tons; compared with 56,817 tons during the corresponding period of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics.

Cuban Imports of Breadstuffs.

The Cuban imports of breadstuffs for the 12 months prior to July 1 amounted to 74,415,856 pounds of corn, 13,205,238 pounds of oats, 2,780,937 pounds of barley, 181,978,176 pounds of rice and no rye; compared with 50,593,091 pounds of corn, 10,212,044 pounds of oats, 2,630,127 pounds of barley, 173,282,843 pounds of rice and 2,380 pounds of rye for the same period of the preceding season.

Corn Oil and Cake Exports.

Exports of oil cake during the 11 months prior to June 1 were 22,620,127 pounds of corn oil cake and 586,914,004 pounds of linseed oil cake; compared with 13,113,785 pounds of corn oil cake and 644,575,125 pounds of linseed oil cake during the same months of the preceding season.

Exports of corn oil during the 11 months amounted to 2,652,167 gallons, compared with 2,843,775 gallons during the corresponding months of 1903-4, as reported by O. P. Austin, chief of the bureau of statistics.

Philippine Imports and Exports.

Philippine imports of breadstuffs during the 12 months of 1904 amounted to 77,923 bus. of grain and 182,166 barrels of wheat flour; compared with 69,309 bus. of grain and 202,522 barrels of wheat flour for the preceding 12 months.

Hay imports for the year were 3,603 tons, compared with 1,497 tons for the preceding 12 months.

Rice imports for the year were 585,880,567 pounds, compared with 737,083,174 pounds for the preceding year.

Imports of beans and peas for the year were 40,361 bus., compared with 68,732 bus. for the preceding 12 months.

Exports of hemp during the 12 months of 1904 were 121,637 tons, compared with 137,752 tons for the preceding 12 months, as reported by the War Department.

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INDUSTRIAL DEVELOPMENT.

Communities on the Chicago & Northwestern Ry. to Be Benefitted.

An Industrial Bureau has been established by the Chicago & Northwestern Ry., the purpose of which shall be to furnish reliable information regarding the many desirable locations along the Northwestern line for new manufacturing enterprises.

The rapidly growing cities and the splendid resources of the territory reached by the Northwestern line combine many of the essentials to industrial success. Fine waterpower locations that may be supplemented by electrical energy developed therefrom; vast forests of hard and soft timber for all kinds of woodworking concerns; mineral wealth that provides the material for foundry and machine work; coal fields close at hand, and an excellent supply of a good class of labor are all found here.

This feature should prove of much benefit not only to the railway company, but also to the communities along the line, and such of them as have commercial organizations will find ready co-operation by this department.

It will also prove a time-saving convenience to manufacturers seeking new locations or desiring to establish branch establishments, to whom information will be promptly furnished upon application.

LOW RATES TO PORTLAND, ORE.,
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CHICAGO GREAT WESTERN RY.

Tickets on sale frequently, beginning May 23rd, till Sept. 29th. Also very low rates to Seattle, Tacoma, Bellingham and Everett, Wash., Victoria and Vancouver, B. C., and San Francisco, Los Angeles and San Diego, Cal. For low round trip rates, dates of sale and other information apply to F. P. Lasier, City Passenger and